



---

# **Addendum to the Bouquet Canyon Residential and Roadway Realignment Project Environmental Impact Report City of Santa Clarita**

## **LEAD AGENCY:**

### ***City of Santa Clarita***

Community Development-Planning Division  
23920 West Valencia Boulevard  
Santa Clarita, CA 91355

**Contact: Hai Nguyen, Associate Planner**  
(661) 255-4365

## **PREPARED BY:**

### ***Michael Baker International***

3760 Kilroy Airport Way, Suite 270  
Long Beach, California 90806

**Contact: Brent Schleck**  
(562) 200-7181

June 2022

Page Intentionally Left Blank

## List of Appendices

- Appendix A:** Air Quality Modeling Outputs
- Appendix B:** Biological Resources
- B.1:** Addendum to the Biological Technical Report (February 2022)
  - B.2:** Slender Mariposa Lily Mitigation Plan (April 2022)
  - B.3:** Davenport Oaks Memorandum (August 2021) and Davenport Oaks Letter (November 2021)
- Appendix C:** Addendum to the Cultural Resources Survey and Assessments (February 2022)
- Appendix D:** Geology and Soils
- D.1:** Geotechnical Memorandum from LGC Geotechnical (October 2021)
  - D.2:** Geotechnical Memorandum from LGC Geotechnical (April 2022)
- Appendix E:** Greenhouse Gas Emissions Modeling Outputs
- Appendix F:** Urban Stormwater Mitigation Plan (March 2022)

## I. Introduction and Project Description

### A. Original Bouquet Canyon Project – City Approvals and California Environmental Quality Act (CEQA) Findings

The Bouquet Canyon Residential and Roadway Realignment Project was approved by the City of Santa Clarita City Council on November 10, 2020. The approved project was a master plan for a residential community and realignment of a segment of Bouquet Canyon Road, which is a planned objective in the Santa Clarita General Plan Circulation Element. The approved project is proposed on 74.66 acres of undeveloped land located in the Saugus area of the City of Santa Clarita. The Project Site location is illustrated in **Figure 1**.

The approved project (see **Figure 2**) consists of up to 375 for-sale homes in five distinct neighborhoods, along with extensive site improvements, including internal streets and driveways, storm drainage, water, and sewer facilities, electrical and natural gas facilities, private recreation areas, public parkland and trails, and a reconfiguration of Bouquet Creek and its adjacent floodplain to provide flood control within the project and maintain regular stream flows already occurring. The approved project also includes construction of a new segment of Bouquet Canyon Road to follow the general alignment identified in the Santa Clarita General Plan Circulation Element. This is intended to facilitate local and regional travel through a more direct route between Plum Canyon Road and Vasquez Canyon Road.

At the time of project approval, it was estimated that the project would be constructed over a five-year period, with all planning areas fully developed and occupied by 2024-2025.

City Council approvals included:

- a. Tentative Tract Map No. 82126—to subdivide the subject property into 19 lots for residential land uses, streets, private drives, drainage infrastructure, slopes, and various open space lots.
- b. Conditional Use Permit 18-004—for private gating of multi-family units, any building heights greater than 35 feet, and cluster development.
- c. Architectural Design Review 18-010—for the proposed building design, styles, and forms.
- d. Development Review 18-009—for the proposed physical design and layout of the project.
- e. Hillside Development Review (Class 4) 18-001—to develop land with average cross slopes of 10 percent or more.
- f. Ridgeline Alteration Permit 18-001—for development on and near a designated significant ridgeline in the ridgeline preservation overlay zone.
- g. Oak Tree Permit (Class 4) 19-003—required for any encroachments or removals of protected oak trees.
- h. Landscape Plan Review 19-017—for the proposed landscape plan.
- i. Certification of Final Environmental Impact Report (EIR).



## **Findings of Final EIR**

### *Significant/ Unavoidable Impacts*

- None were identified.

### *Less Than Significant With Mitigation Measures Incorporated*

#### **a. Air Quality**

1. The project could potentially conflict with or obstruct implementation of the applicable air quality plan due to the potential to exceed criteria pollutant emissions thresholds due to fuel emissions during site construction. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.2-1:** All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the EPA-certified Tier 4 emission standards. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

**MM 3.2-2:** The contractor shall utilize hauling trucks no larger than Medium Heavy Duty Trucks (MHDT) (i.e., gross vehicle weight rating [GVWR] 14,001 – 33,000 pounds) during the site preparation and grading phases of construction.

2. The project could potentially result in a cumulatively considerable net increase of the criteria pollutant NO<sub>x</sub> due to fuel emissions during site construction. This impact would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.2-1:** All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the EPA-certified Tier 4 emission standards. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

**MM 3.2-2: The contractor shall utilize hauling trucks no larger than Medium Heavy Duty Trucks (MHDT) (i.e., gross vehicle weight rating [GVWR] 14,001 – 33,000 pounds) during the site preparation and grading phases of construction.**

3. The project could potentially expose sensitive receptors to substantial concentrations of PM<sub>10</sub> and PM<sub>2.5</sub> during project construction. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.2-1: All off-road diesel-powered construction equipment greater than 50 horsepower shall meet the EPA-certified Tier 4 emission standards. In addition, all construction equipment shall be outfitted with best available control technologies (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 4 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.**

**A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.**

**MM 3.2-2: The contractor shall utilize hauling trucks no larger than Medium Heavy Duty Trucks (MHDT) (i.e., gross vehicle weight rating [GVWR] 14,001 – 33,000 pounds) during the site preparation and grading phases of construction.**

**b. Biological Resources**

1. The project could result in significant impacts to a rare plant species, i.e., the slender mariposa lily, and to a sensitive wildlife species, i.e., the burrowing owl. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.3-1: Preserve or Replace Slender Mariposa Lilies**

**Mitigation for project impacts to the slender mariposa-lily (*Calochortus clavatus* var. *gracilis*) shall include one or more of the following, implemented in consultation with the City and CDFW prior to construction:**

- **Prior to construction, a mitigation plan shall be developed that describes methods to mitigate for impacts to slender mariposa lily at a 1:1 ratio. The mitigation plan shall include a description of the mitigation site, seed/bulb collection and planting methods, maintenance and monitoring requirements, and performance standards to measure the success of the mitigation. Slender mariposa lily bulbs shall be collected at the end of the growing season and prior**

to ground disturbance, or seeds shall be obtained from a native plant nursery if available. The seeds/bulbs shall be planted within an appropriate on-site or off-site mitigation area, which will be conserved as open space in perpetuity.

- Payment into a mitigation bank that supports this rare plant species.
- Preservation of land that contains the rare plant species.

#### **MM 3.3-2: Burrowing Owl Avoidance**

In compliance with the CDFW Staff Report on Burrowing Owl Mitigation (2012), a take avoidance survey shall be conducted on the study area within 14 days prior to ground disturbance to determine presence of burrowing owl. If the take avoidance survey is negative and burrowing owl is confirmed absent, then ground-disturbing activities shall be allowed to commence, and no further mitigation would be required. If burrowing owl is observed during the take avoidance survey, active burrows shall be avoided by the project in accordance with the CDFW's Staff Report. The CDFW shall be immediately informed of any burrowing owl observations. A Burrowing Owl Protection and Relocation Plan shall be prepared by a qualified biologist, which must be sent for approval by CDFW prior to initiating ground disturbance. The plan shall detail avoidance measures that shall be implemented during construction and passive or active relocation methodology. Relocation shall only occur September 1 through January 31, outside of the nesting season.

2. The project would impact a southern willow scrub/giant reed stand habitat, a sensitive natural community and other riparian habitat along Bouquet Creek. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

#### **MM 3.3-3: Secure CDFW Streambed Alteration Agreement**

Prior to the City's issuance of a grading permit, the applicant shall demonstrate that a Streambed Alteration Agreement has been issued by the CDFW. Temporary impact areas under CDFW jurisdiction shall be returned to pre-project topographic contours once the project has been completed. Permanent impacts to areas under CDFW jurisdiction for southern willow scrub/giant reed stand (0.70 acres) shall be mitigated through on-site or off-site enhancement, restoration, and/or creation of CDFW jurisdictional streambed at ratio of no less than 1:1. Given that the remaining portion of Bouquet Canyon Creek is dominated by invasive giant reed stands, which is of extremely low biological function and value and contributes to downstream infestation of giant reed, the remaining permanent impacts to CDFW jurisdiction (8.63 acres) shall be mitigated through on-site or off-site enhancement, restoration, and/or creation of CDFW jurisdictional streambed at a ratio of no less than 0.5:1. Best

management practices (BMPs) to minimize and avoid impacts to CDFW jurisdiction during and after construction will be addressed as part in the Streambed Alteration Agreement.

Minimization and avoidance measures may include, but are not limited to, the following:

- Construction-related equipment will be stored in developed areas, outside of drainages. No equipment maintenance will be done within or adjacent to the drainage.
  - Mud, silt, spoil sites, raw cement, asphalt, or other pollutants from construction activities will not be placed within or adjacent to the drainage.
  - Open trenches or other excavated areas will be properly secured at the end of the day to avoid entrapment of animals, or an escape ramp will be provided.
  - To avoid attracting predators during construction, the project shall be kept clean of debris to the extent possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from site.
  - Construction personnel shall strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
  - Exclusion fencing shall be installed to demarcate the limits of disturbance and shall be maintained until the completion of construction activities.
  - To the extent feasible, construction will be conducted outside of the bird nesting season (see mitigation measure 3.3-5, later herein).
3. The project would have temporary and permanent impacts to non-wetland waters of the United States (WUS). Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.3-4: Provide Evidence of Section 404 and 401 Permits**

Prior to the City's issuance of a grading permit, the applicant shall demonstrate that the appropriate regulatory permits have been issued by the USACE and RWQCB. Temporarily impacted WUS shall be returned to pre-project topographic contours once the project has been completed. Compensatory mitigation for permanent impacts to WUS shall be required as part of subsequent permitting requirements. Permanent impacts to WUS shall be mitigated through on-site or off-site enhancement, restoration, and/or creation of jurisdictional streambed at a ratio of no less than 1:1. BMPs to minimize and avoid impacts to WUS

during and after construction will be addressed as part of the USACE and RWQCB permitting process. Minimization and avoidance measures may include, but are not limited to, the following:

- Construction-related equipment will be stored in developed areas, outside of the drainage. No equipment maintenance will be done within or adjacent to the drainage.
  - Source control and treatment control BMPs will be implemented to minimize the potential contaminants that are generated during and after construction. Water quality BMPs will be implemented throughout the project to capture and treat potential contaminants.
  - Substances harmful to aquatic life will not be discharged into the drainage. All hazardous substances will be properly handled and stored.
  - A Storm Water Pollution Prevention Plan will be prepared to prevent sediment from entering the drainage during construction.
  - To avoid attracting predators during construction, the project will be kept clean of debris to the extent possible. All food-related trash items will be enclosed in sealed containers and regularly removed from site.
  - Construction personnel will strictly limit their activities, vehicles, equipment and construction material to the proposed project footprint, staging areas, and designated routes of travel.
  - Exclusion fencing will be installed to demarcate the limits of disturbance. The exclusion fencing should be maintained until the completion of construction activities.
4. The project could potentially impact migratory birds in violation of the Migratory Bird Treaty Act. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.3-5: Avoid Disruption of Active Bird Nests during Construction**

Schedule construction activities (i.e., earthwork, clearing, and grubbing) outside of the general bird nesting season for migratory birds, if feasible. This season is February 15 through August 31 for songbirds and January 15 through August 31 for raptors.

If construction activities (i.e., earthwork, clearing, and grubbing) must occur during the general bird nesting season for migratory birds and raptors, a qualified biologist shall perform a preconstruction survey of potential nesting habitat to confirm the absence of active nests belonging to migratory birds and raptors afforded protection under the Migratory Bird Treaty Act and California Fish and Game Code. The preconstruction survey shall be performed no more than seven days prior to the

commencement of construction activities. The results of the preconstruction survey shall be documented by the qualified biologist. If construction is inactive for more than seven days, an additional survey shall be conducted.

If the qualified biologist determines that no active migratory bird or raptor nests occur, the activities shall be allowed to proceed without any further requirements. If the qualified biologist determines that an active migratory bird or raptor nest is present, no construction within 300 feet (500 feet for raptors) of the active nest shall occur until the young have fledged the nest and the nest is confirmed to no longer be active, or as determined by the qualified biologist. The biological monitor may modify the buffer or propose other recommendations in order to minimize disturbance to nesting birds.

c. Cultural Resources

1. The project could potentially impact archaeological resources due to the potential presence of Native American cultural resources and human burial sites. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

MM 3.4-1: Archaeological and Native American Monitoring Program

The applicant shall retain a Secretary of the Interior Professional Qualified archaeologist and/or Registered Professional Archaeologist to develop a monitoring program for the project site in areas of young alluvium and colluvium (see Appendix D: Figure 10, Areas of Young Alluvium or Colluvium Deposits). This program shall also address potential discovery of the Ruiz cemetery on the main ridgeline. The monitoring program shall include the archaeological context, rationale for monitoring, Native American participation, monitoring procedures, and what to do with resource/remains discoveries. The monitoring program shall require an archaeologist and Native American monitor from the Fernandeano Tataviam Band of Mission Indians to hold a preconstruction meeting with the grading contractor and both are to be present during initial ground-disturbing activities within the areas of young alluvium and colluvium. Both archaeological and Native American monitors shall have the authority to temporarily halt or redirect grading and other ground-disturbing activities in the event cultural resources are encountered. If potentially significant cultural material is encountered, the monitors shall make recommendations regarding the treatment of the discovery. Impacts to significant archaeological deposits should be avoided if feasible, but if such impacts cannot be avoided, the deposits should be evaluated for eligibility to the California Register of Historical Resources (CRHR). If the deposit is not CRHR-eligible, no further protection of the find is necessary. If the deposits are CRHR-eligible,

impacts shall be avoided or mitigated. Acceptable mitigation may consist of but is not necessarily limited to systematic recovery and analysis of archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

**MM 3.4-2: Chari/Suraco Cemetery Identification and Avoidance**

Prior to the issuance of a grading permit associated with Planning Area 1, the project developer shall provide the City with evidence of the exact location of the early twentieth century-period Chari/Suraco cemetery, using noninvasive techniques, and shall delineate those areas in the field to provide visual markers to ensure that grading crews avoid that burial site. The Chari/Suraco cemetery shall be included in the permanent open space area to be preserved in the land immediately east of Planning Area 1.

2. The project could potentially disturb human remains. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.4-1: Archaeological and Native American Monitoring Program**

The applicant shall retain a Secretary of the Interior Professional Qualified archaeologist and/or Registered Professional Archaeologist to develop a monitoring program for the project site in areas of young alluvium and colluvium (see Appendix D: Figure 10, Areas of Young Alluvium or Colluvium Deposits). This program shall also address potential discovery of the Ruiz cemetery on the main ridgeline. The monitoring program shall include the archaeological context, rationale for monitoring, Native American participation, monitoring procedures, and what to do with resource/remains discoveries. The monitoring program shall require an archaeologist and Native American monitor from the Fernandeano Tataviam Band of Mission Indians to hold a preconstruction meeting with the grading contractor and both are to be present during initial ground-disturbing activities within the areas of young alluvium and colluvium. Both archaeological and Native American monitors shall have the authority to temporarily halt or redirect grading and other ground-disturbing activities in the event cultural resources are encountered. If potentially significant cultural material is encountered, the monitors shall make recommendations regarding the treatment of the discovery. Impacts to significant archaeological deposits should be avoided if feasible, but if such impacts cannot be avoided, the deposits should be evaluated for eligibility to the California Register of Historical Resources (CRHR). If the deposit is not CRHR-eligible, no further protection of the find is necessary. If the deposits are CRHR-eligible, impacts shall be avoided or mitigated. Acceptable mitigation may consist of but is not necessarily limited to systematic recovery and analysis of

archaeological deposits, recording the resource, preparation of a report of findings, and accessioning recovered archaeological materials at an appropriate curation facility.

**MM 3.4-2: Chari/Suraco Cemetery Identification and Avoidance**

Prior to the issuance of a grading permit associated with Planning Area 1, the project developer shall provide the City with evidence of the exact location of the early twentieth century-period Chari/Suraco cemetery, using noninvasive techniques, and shall delineate those areas in the field to provide visual markers to ensure that grading crews avoid that burial site. The Chari/Suraco cemetery shall be included in the permanent open space area to be preserved in the land immediately east of Planning Area 1.

**d. Geology and Soils**

1. The project could potentially impact a unique paleontological resource where excavation work is conducted within the sedimentary layers of the Castaic and Saugus Formations. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.6-1:** The developer shall retain a qualified paleontologist meeting the Society of Vertebrate Paleontology Standards to develop a monitoring program for the project site in areas where Castaic and Saugus Formation sedimentary layers are exposed or are likely to be exposed during project construction. The qualified paleontologist shall provide technical and compliance oversight of all work as it relates to paleontological resources and shall be authorized to stop work where potential paleontological resources are discovered to provide an opportunity to examine, recover, and characterize such materials. Additionally, the qualified paleontologist shall conduct construction worker paleontological resources sensitivity training at the project kickoff meeting, prior to ground-disturbing activities. Any significant paleontological resources collected during project-related excavations shall be curated into an accredited repository. The qualified paleontologist shall prepare a final monitoring and mitigation report for submittal to the City that documents the results of the monitoring effort and any discoveries.

**e. Hazards and Hazardous Materials**

1. The project would potentially have an impact due to the presence of an abandoned oil/gas well located in the central portion of the project site between a planning area and the new segment of Bouquet Canyon Road. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.8-1:** Prior to the issuance of a grading permit, the project applicant shall test the oil/gas well located on APN 2812-008-022 for leakage. The soils around the oil/gas well shall also be tested for significant amounts of



hydrocarbons. The results of the soils testing shall be submitted to the City of Santa Clarita Planning Division for review. Any soils containing significant amounts of hydrocarbons shall be disposed of in accordance with local, state, and federal laws.

2. The project could potentially result in a significant impact due to the exposure of people or structures to a significant risk of loss, injury, or death involving wildland fires. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.15-1: Construction Fire Prevention Plan:**

The Project Applicant shall develop a Construction Fire Prevention Plan that addresses training of construction personnel and provides details of fire-suppression procedures and equipment to be used during construction. Information contained in the plan shall be included as part of project-related environmental awareness training. At minimum, the plan shall include the following:

- Procedures for minimizing potential ignition, including, but not limited to, vegetation clearing, parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, and hot work restrictions;
- Work restrictions during periods of high winds, Red Flag Warnings and High to Extreme Fire Danger days;
- Fire coordinator role and responsibility;
- Worker training for fire prevention, initial attack firefighting, and fire reporting;
- Emergency communication, response, and reporting procedures;
- Coordination with local fire agencies to facilitate agency access through the project site;
- Emergency contact information

**MM 3.15-2: Fuel Modifications, Landscaping, and Irrigation**

The Construction Contractor shall ensure the implementation of all construction-phase flammable vegetation removal, fuel modification landscape materials, and irrigation systems required by the Los Angeles County Fire Department, prior to combustible building materials being delivered to the site.

**MM 3.15-3: Emergency Vehicle Access Plan During Construction**

To avoid impeding emergency vehicle and evacuation traffic around construction vehicles and equipment, the Project Applicant, in

consultation with the City, shall develop an Emergency Vehicle Access Plan that includes the following:

- Evidence of advanced coordination with emergency service providers, including but not necessarily limited to police departments, fire departments, ambulance services, and paramedic services;
- Emergency service providers will be notified of the proposed project locations, nature, timing, and duration of any construction activities, and will be asked for advice about any road access restrictions that could impact their response effectiveness; and
- Project construction schedules and routes designed to avoid restricting movement of emergency vehicles to the best extent possible. Provisions to be ready at all times to accommodate emergency vehicles. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.

**f. Noise**

1. The project would generate temporary construction noise levels that could result in adverse impacts to the nearest existing homes. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.10-1:** To reduce noise impacts due to construction, the project applicant shall demonstrate, to the satisfaction of the City of Santa Clarita Community Development Director, that the project complies with the following:

- Prior to approval of grading plans and/or issuance of building permits, plans shall include a note indicating that noise-generating project construction activities, including haul truck deliveries, shall only occur between the hours of 7:00 a.m. to 7:00 p.m. Monday through Friday, 8:00 a.m. to 6:00 p.m. on Saturdays, and with no activity allowed on Sundays or federal holidays. The project construction supervisor shall ensure compliance with the note and the City of Santa Clarita shall conduct periodic inspections at its discretion.
- During all project construction, the construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the nearest noise-sensitive receptors.
- The construction contractor shall locate equipment staging in areas that would create the greatest distance between construction-related

noise sources and noise-sensitive receivers nearest the site during all project construction.

g. Transportation/Traffic

1. The project could potentially conflict with the City of Santa Clarita's traffic analysis guidelines due to potential impacts on the level of service (LOS) at multiple intersections in the project vicinity. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

MM 3.12-1: David Way and Old Bouquet Canyon East: Remove existing traffic signal. Close David Way between Old Bouquet Canyon Road and Copper Hill Drive (eliminates south leg of the David Way and Copper Hill Drive intersection). Construct new east leg of David Way at Copper Hill Drive intersection and connect to Old Bouquet Canyon Road. At the David Way and Copper Hill Drive intersection, construct median island to restrict left-turn movement (southbound left) from David Way to Copper Hill Drive and install stop sign at David Way.

MM 3.12-2: Benz Road and Copper Hill Drive: Construct median island to restrict left-turn movement (northbound left) from Benz Road to Copper Hill Drive.

MM 3.12-3: New Bouquet Canyon Road and Old Bouquet Canyon East: Installation of a traffic signal.

MM 3.12-4: The project proponent shall pay the project's fair share contribution to a collective set of improvements around the Project site would alter and improve traffic flow on Benz Road, Copper Hill Drive, Kathleen Avenue, David Way, and Bouquet Canyon Road.

MM 3.12-5: Bouquet Canyon Road and Vasquez Canyon Road: The project proponent shall pay the project's fair share (2%) of the cost of these improvements: Add a northbound right-turn de-facto lane and add a dedicated westbound left-turn lane. Installation of traffic signal with northbound and southbound split-phasing.

MM 3.12-6: New Bouquet Canyon Road and Old Bouquet Canyon Road West: The project proponent shall pay the project's fair share (25%) of the cost of these improvements: Construct median island to restrict left-turn movement (southbound left) from Old Bouquet Canyon Road to eastbound New Bouquet Canyon Road.

MM 3.12-7: Kathleen Avenue and Copper Hill Drive: The project proponent shall pay the project's fair share (2%) of the cost of these improvements: installation of a traffic signal and widen Copper Hill Drive from 2 lanes to 4 lanes from Benz to Kathleen.

**MM 3.12-8: Golden Valley Road and Plum Canyon Road:** The project proponent shall pay the project's fair share (8%) of the cost of these improvements: Update corridor signal timing coordination, as needed, due to future cumulative traffic volumes.

**MM 3.12-9: Seco Canyon Road and Bouquet Canyon Road:** The project proponent shall pay the project's fair share (42%) of the cost of these improvements: Add second southbound left-turn lane, add one eastbound right-turn lane, and add third northbound through lane.

**MM 3.12-10: Bouquet Canyon Road and Newhall Ranch Road:** The project proponent shall pay the project's fair share (8%) of the cost of these improvements: Add third westbound left-turn lane.

**MM 3.12-11: Golden Valley Road and Newhall Ranch Road:** The project proponent shall pay the project's fair share (0.5%) of the cost of these improvements: Extend median pocket from 300 to 500 feet plus taper. Update corridor signal timing coordination, as needed, due to future cumulative traffic volumes.

**MM 3.12-12: New Bouquet Canyon Road and Old Bouquet Canyon Road East (Copper Hill):** The project proponent shall pay the project's fair share (5%) of the cost of these improvements: Add second northbound through lane, add second southbound through lane.

2. The project would potentially result in inadequate emergency access to Planning Areas 1, 2, and 3. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.12-13:** A secondary access to the proposed segment of Bouquet Canyon Road shall be provided for the homes in Planning Areas 1, 2 and 3 that are accessible only to that new roadway segment. This secondary access shall be identified on the project plans and approved by the County Fire Department and City of Santa Clarita, prior to approval of a Final Tract Map.

#### **h. Tribal Cultural Resources**

1. The project could potentially impact tribal cultural resources of the Fernandeño Tataviam Band of Mission Indians. Impacts would be reduced to less than significant with implementation of the following mitigation measure:

**MM 3.13-1:** The applicant shall retain a professional Native American monitor procured by the Fernandeño Tataviam Band of Mission Indians to observe all clearing, grubbing, and grading operations within areas designated sensitive for tribal cultural resources, including areas with young alluvium and colluvium soil conditions. Monitoring activities. If cultural resources are encountered, the Native American monitor will have the authority to request that ground-disturbing activities cease

within 60 feet of discovery to assess and document potential finds in real time. One monitor will be required on-site for all ground-disturbing activities in areas designated through additional consultation. However, if ground-disturbing activities occur in more than one of the designated monitoring areas at the same time, then the parties can mutually agree to an additional monitor, to ensure that simultaneously occurring ground-disturbing activities receive thorough levels of monitoring coverage.

If human remains or funerary objects are encountered during any activities associated with the project, work in the immediate vicinity (within a 100-foot buffer of the find) shall cease and the County coroner shall be contacted pursuant to California Health and Safety Code Section 7050.5 and that code shall be enforced for the duration of the project. Inadvertent discoveries of human remains and/or funerary objects and the subsequent disposition of those discoveries shall be decided by the most likely descendant as determined by the Native American Heritage Commission, should those findings be determined as Native American in origin.

i. Wildfire

1. The project could potentially exacerbate fire risk during construction. Impacts would be reduced to less than significant with implementation of the following mitigation measures:

**MM 3.15-1: Construction Fire Prevention Plan:**

The Project Applicant shall develop a Construction Fire Prevention Plan that addresses training of construction personnel and provides details of fire-suppression procedures and equipment to be used during construction. Information contained in the plan shall be included as part of project-related environmental awareness training. At minimum, the plan shall include the following:

- Procedures for minimizing potential ignition, including, but not limited to, vegetation clearing, parking requirements/restrictions, idling restrictions, smoking restrictions, proper use of gas-powered equipment, use of spark arrestors, and hot work restrictions;
- Work restrictions during periods of high winds, Red Flag Warnings and High to Extreme Fire Danger days;
- Fire coordinator role and responsibility;
- Worker training for fire prevention, initial attack firefighting, and fire reporting;
- Emergency communication, response, and reporting procedures;

- Coordination with local fire agencies to facilitate agency access through the project site;
- Emergency contact information

#### **MM 3.15-2: Fuel Modifications, Landscaping, and Irrigation**

The Construction Contractor shall ensure the implementation of all construction-phase flammable vegetation removal, fuel modification landscape materials, and irrigation systems required by the Los Angeles County Fire Department, prior to combustible building materials being delivered to the site.

#### **MM 3.15-3: Emergency Vehicle Access Plan During Construction**

To avoid impeding emergency vehicle and evacuation traffic around construction vehicles and equipment, the Project Applicant, in consultation with the City, shall develop an Emergency Vehicle Access Plan that includes the following:

- Evidence of advanced coordination with emergency service providers, including but not necessarily limited to police departments, fire departments, ambulance services, and paramedic services;
- Emergency service providers will be notified of the proposed project locations, nature, timing, and duration of any construction activities, and will be asked for advice about any road access restrictions that could impact their response effectiveness; and
- Project construction schedules and routes designed to avoid restricting movement of emergency vehicles to the best extent possible. Provisions to be ready at all times to accommodate emergency vehicles. Provisions could include the use of platings over excavations, short detours, and/or alternate routes.

### *Less Than Significant or No Impact*

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality – impacts due to other emissions, such as odors adversely affecting a substantial number of people
- Biological Resources
  - Impacts due to conflict with local policies or ordinances protecting biological resources
  - Impacts due to conflict with provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan
  - Impacts due to the project affecting a Significant Ecological Area
  - Cumulative impacts
- Cultural Resources
  - Impacts due to a substantial adverse change in the significance of a historical resource
  - Cumulative impacts
- Energy
- Geology and Soils
  - Impacts due to rupture of a known earthquake fault
  - Impacts due to strong seismic ground shaking
  - Impacts due to seismic-related ground failure
  - Impacts due to landslides
  - Impacts due to soil erosion or lose of topsoil
  - Impacts due to location on an unstable geologic unit or soil or on a geologic unit or soil that would become unstable
  - Impacts due to expansive soil
  - Impacts due to soils incapable of supporting septic tanks or other disposal systems
  - Impacts due to destruction, covering, or modification of a unique geologic or physical feature
  - Cumulative impacts
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
  - Impacts due to hazardous emissions, materials, substances, or waste within one-quarter mile of an existing or proposed school
  - Impacts due to the project being located on a site included on a list of hazardous materials sites
  - Impacts due to the project being located within an airport land use plan area
  - Impacts due to the project being within the vicinity of a private airstrip
  - Impacts during operation due to the project impairing implementation of an emergency response plan or emergency evacuation plan
  - Cumulative impacts
- Hydrology and Water Quality
- Land Use
- Mineral Resources

- **Noise**
  - Impacts due to the generation of excessive groundborne vibration levels
  - Impacts due to the project being located within an airport land use plan area
  - Impacts due to the project being within the vicinity of a private airstrip
  - Cumulative impacts
- **Population and Housing**
- **Public Services**
- **Recreation**
- **Transportation**
  - Impacts due to conflict with CEQA Guidelines Section 15064.3(b)
  - Impacts due to a geometric design feature or incompatible uses
  - Impacts due to a change in air traffic patterns
- **Utilities and Service Systems**
- **Wildfire**
  - Impacts due to impairment of an adopted emergency response plan or emergency evacuation plan
  - Impacts due to the project exacerbating wildfire risks and thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire
  - Impacts due to exposing people or structures to significant risks as a result of runoff, post-fire slope instability, or drainage changes
  - Cumulative impacts

## B. Proposed Project Revisions

Proposed project revisions and associated City approvals are described below.

### 1. Amended Tentative Tract Map

- **Adjustment to the Tentative Map to include recently acquired parcels:**
  - Addition of APN 2812-038-002 (formerly Toll Bros property) to accommodate the relocation of the recreation center and the construction of New Bouquet Canyon Road.
  - Addition of APN 2812-008-002 (aka the “Donut Hole” property) to accommodate reconfiguration of residential units located within planning area (PA)-1.
  - Addition of APN 2812-008-008 (formerly Davenport property) to accommodate proposed off-site trailhead improvements.
- **Relocation of a residential recreation facility (recreation center) from PA-1 to an adjacent parcel in the Open Space zone (APN 2812-038-002) (see **Figure 4**).**
- **Modifications to the single-family lots in PA-1 and PA-3 due to the relocation of the recreation center and to avoid the potential cemetery location.**
- **Elimination of PA-1A per City Council conditions of approval.**



- Updated channel design to reflect most recent County plan check corrections.
- Adjustment to the location of the required pedestrian bridge crossing due to revised channel design.
- Slope grading for Copper Hill Drive retaining wall in APN 2812-008-008.
- Construction of a trailhead parking area accessing the Haskell Canyon Open Space Area along Copper Hill Drive to accommodate equestrian parking and a new sidewalk.
- Construction of a trailhead on the Davenport property (APN 2812-008-008) located across the proposed extension of Copper Hill Drive, northeast of the project site.

## **2. Conditional Use Permit**

- To locate a recreation center within the Open Space zone.
- To construct a trailhead/park within the Urban Residential (UR5) zone

## **3. Development Review**

- Development review of the relocated recreation center.

## **4. Architectural Design Review**

- Architectural review of the recreation center building.

The proposed project revisions would result in an increase in the total grading quantities as compared to what was evaluated in the Bouquet Canyon EIR from 2,070,000 cubic yards of earthwork to 2,800,000 cubic yards of earthwork.

Please refer to **Figures 3** through **Figure 6**, which illustrate the revised development plan and highlight the locations of the changes summarized above. The revised project proposes four, rather than five, residential planning areas, and a net reduction of four homes from the originally approved plan. **Table 1**, below, summarizes the key features of the revised project plan.

**Table 1: Summary of Updated Development Plan**

<b>Revised Project Development Plan Update</b>			
<b>Planning Areas/Infrastructure</b>	<b>Type of Homes/Land Use</b>	<b># Residential Units</b>	<b>Acreage</b>
PA-1	Single Family Detached	60	8.0
PA-2	Single Family Detached/Recreation Area	136	11.0
PA-3	Townhomes/Recreation Area	90	6.1
PA-4	Townhomes/Park	85	5.1
Drainage Channel			5.8
Low Flow Drainage Corridor			3.3
Debris Basins			1.9
Infiltration Basins			1.9
Open Space			30.0
Street			6.6
	<b>Total</b>	<b>371</b>	<b>79.7</b>

As shown in **Figure 5**, the proposed Haskell Canyon Open Space area trailhead would be located on the north side of Copper Hill Drive near the intersection of Copper Hill Drive and Benz Road. The trailhead (see **Figure 5**) would include amenities, such as parking areas designed to accommodate horse trailers, split rail fencing, hitching posts, and a water trough. Improvements would also include installation of a sidewalk on the north side of Copper Hill Drive. Construction of this trailhead would be limited to previously disturbed areas immediately adjacent to Copper Hill Drive and would not extend into any native vegetation.

The proposed trailhead at the Davenport Property (see **Figure 6**) would include demolition of the existing improvements on the site and construction of a trailhead, including a small parking lot and a decomposed granite picnic area with tables and a drinking fountain.

### C. Purpose of EIR Addendum

This document is an Addendum to the Final EIR that was certified (hereafter, Certified EIR) in conjunction with approval of the original Bouquet Canyon project, as noted above. It is intended to provide CEQA compliance for minor modifications to the approved project, described above, specifically with respect to the Conditional Use Permit application, which triggers CEQA review, as that is a discretionary action by the City Planning Commission.

Preparation of an Addendum to a previously certified EIR is authorized by Section 15164 of the CEQA Guidelines, when the proposal consists of minor modifications to the originally approved project, and none of the following circumstances occur that would trigger preparation of a subsequent or supplemental EIR:

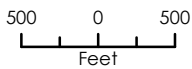
1. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
  - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.





Source: ESRI Streetmap Service, 2018; Los Angeles County, 2018



**FIGURE 1**  
Project Location Map





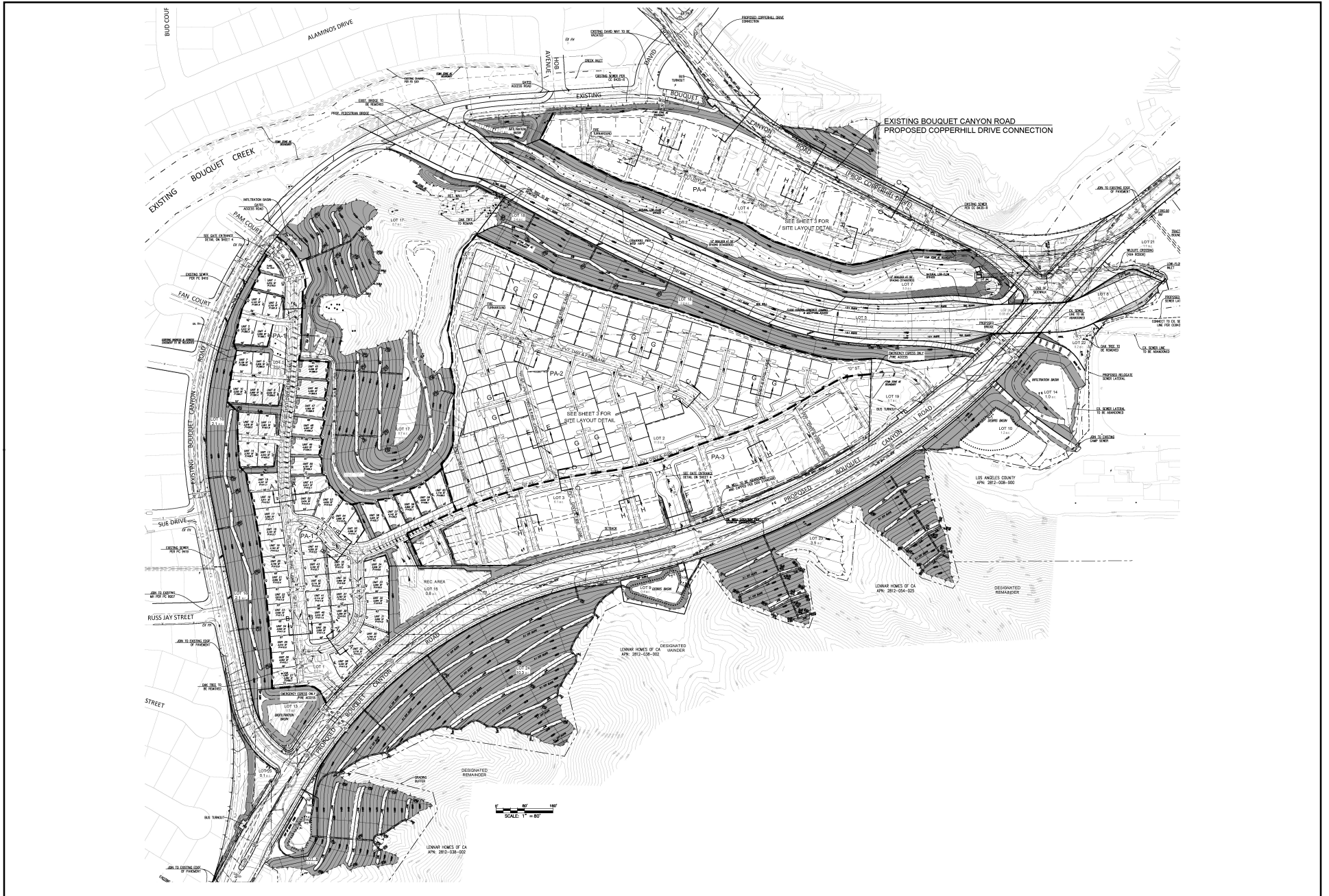
PROJECT SUMMARY			
PLANNING AREA	LOT NO.	PROPOSED USE	RESIDENTIAL DWELLING UNITS
PA-1	1	SINGLE FAMILY DETACHED CONDO	45
PA-1	2	SINGLE FAMILY DETACHED CONDO	9
PA-1A	3	SINGLE FAMILY DETACHED CONDO	12
PA-1A	4	MULTI-FAMILY RESIDENTIAL AREA	303
PA-3*	5	MULTI-FAMILY RESIDENTIAL AREA	90
PA-4	6	MULTI-FAMILY TYPICAL	85
DRAINAGE CHANNELS (ONE-FAMILY DRAINAGE) (CONCRETE/INVA)	7		4.1
TOURISM/RECREATION	8		0.3
BILIRIATION BASIN	10-13		3.1
OPEN SPACE	14-16		10.2
TOTAL**			375

\*INCLUDE AREA OF EXISTING EXISTING DRAINAGE CHANNELS  
 \*\*AREA OUTSIDE OVERLAP IS NOT INCLUDED

SITE DATA					
<b>PA 1</b> 63485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	17	Plan 1	17	100.0%	17,000
Average Sq. Ft.	3,732	Plan 2	17	100.0%	3,732
Density	0.25	Plan 3	18	100.0%	3,732
Area	0.3				
Total					
<b>PA 1A</b> 62485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	12	Plan 1	1	8.33%	2,500
Average Sq. Ft.	5,208	Plan 2	4	33.33%	2,500
Density	0.20	Plan 3	4	33.33%	2,500
Area	1.5				
Total					
<b>PA 2</b> 82,000 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	126	Plan 1	10	7.94%	1,400
Average Sq. Ft.	6,468	Plan 2	14	10.9%	1,540
Density	1.54	Plan 3	14	10.9%	1,540
Area	12.8	Plan 4	10	7.94%	1,400
Total					
<b>PA 3</b> 62,485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	91	Plan 1	10	10.9%	1,400
Average Sq. Ft.	6,863	Plan 2	10	10.9%	1,400
Density	1.46	Plan 3	10	10.9%	1,400
Area	9.7				
Total					
<b>PA 4</b> 62,485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	85	Plan 1	10	11.76%	1,400
Average Sq. Ft.	7,341	Plan 2	10	11.76%	1,400
Density	1.33	Plan 3	14	16.47%	1,800
Area	6.7	Contingency	14	16.47%	1,800
Total					
<b>SUMMARY</b>					
Planning Area	Total Sq. Ft.	Units			
PA 1	125,970	17			
PA 1A	124,970	12			
PA 2	164,000	126			
PA 3	162,485	91			
PA 4	124,970	85			
<b>Total</b>	<b>504,495</b>	<b>375</b>			

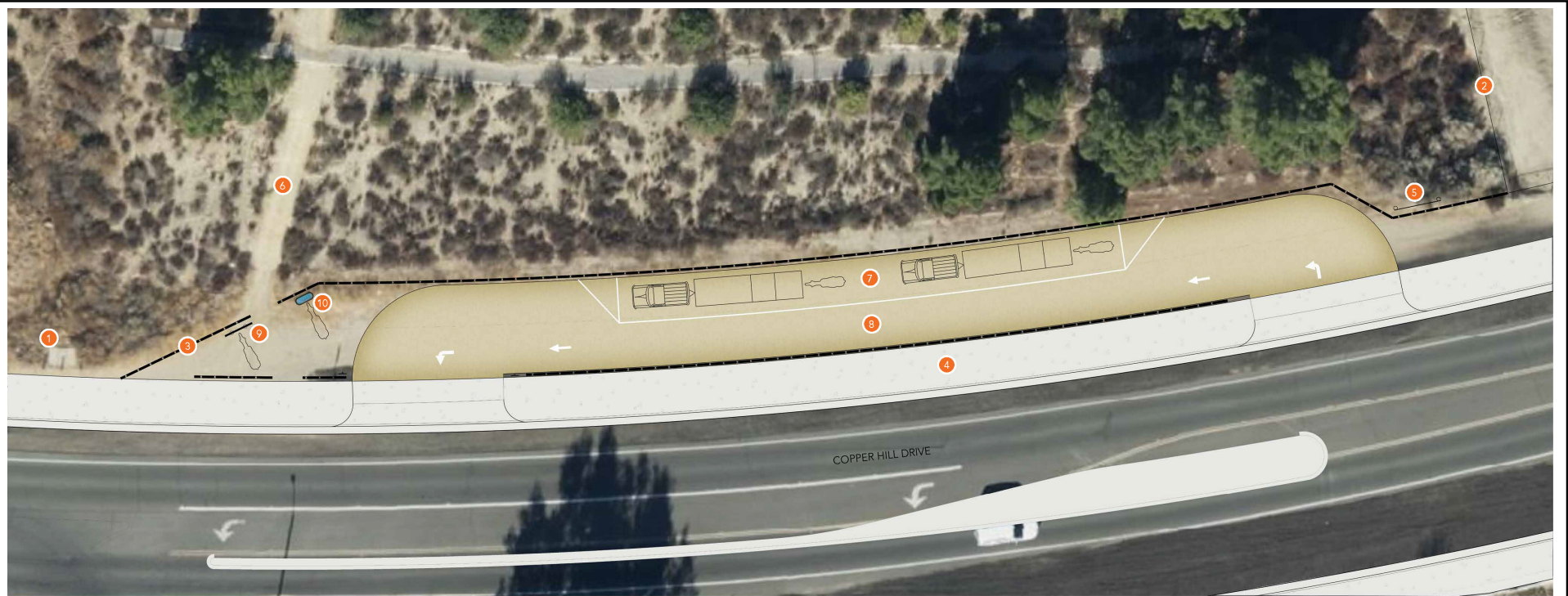












**LEGEND**

- |                             |                            |                          |
|-----------------------------|----------------------------|--------------------------|
| 1 EXISTING UTILITY          | 5 PROPOSED PARKING SIGN    | 9 PROPOSED HITCHING POST |
| 2 EXISTING CHAIN LINK FENCE | 6 EXISTING ACCESS PATH     | 10 PROPOSED WATER TROUGH |
| 3 PROPOSED SPLIT RAIL FENCE | 7 PROPOSED TRAILER PARKING |                          |
| 4 PROPOSED SIDEWALK         | 8 PROPOSED DG PARKING LOT  |                          |







## Proposed Davenport Trailhead

## II. Comparative Impact Analysis

### **Aesthetics**

The Certified EIR for the approved project addressed aesthetic impacts in Section 3.1 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to aesthetics, and no mitigation would be required. EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not have a substantial adverse effect on a scenic vista. There are no public scenic overlooks on or adjacent to the project site. Although the terrain on the project site could make it part of a scenic vista when viewed from a distant location, especially the ridgeline on the west side of the project site, which is identified in Exhibit CO-1 of the General Plan Conservation and Open Space Element, there are other General Plan-designated significant ridgelines in the immediate vicinity of the project site, all of which are taller than the ridgeline on the project site. Additionally, while a portion of this ridgeline would be graded in order to construct a General Plan-identified alignment for Bouquet Canyon Road, the project would still be consistent with Conservation and Open Space Element policies because the project would only alter a portion of the ridgeline and because the ridgeline is not the most substantial ridgeline in the community.
- b. The approved project would not substantially damage scenic resources within a state scenic highway as the nearest officially designated state scenic highway is located approximately 30 miles from the project site.
- c. The approved project would not substantially degrade the existing visual character or quality of public views of the site and its surroundings. While the project would result in alterations to the existing natural landscape and open character of the project site, the proposed structures would utilize materials and design elements consistent with the Community Character and Design Guidelines for the Saugus community. Further, the project provides visual buffers to soften the extent of building massing.
- d. The approved project would not adversely affect day or nighttime views in the area by creating a new source of substantial light or glare. The project would have lighting fixtures similar to those found in surrounding residential neighborhoods and would comply with the City's outdoor lighting standards (Santa Clarita Municipal Code Section 17.51.050, Outdoor Lighting Standards), which requires all lights to be directed downward and to be shielded so as to avoid upward lighting of the night sky and off-site glare. Further, homes would not be constructed of glare-producing materials.

### **Comparative Analysis for Proposed Project Revisions**

- a. The proposed grading of the significant ridgeline on-site would not be modified by the revised project. As with the approved project, while a portion of the ridgeline would be graded in order to construct a General Plan-identified alignment for Bouquet Canyon Road, the revised project would be consistent with Conservation and Open Space

Element policies because the revised project would only alter a portion of the ridgeline and because the ridgeline is not the most substantial ridgeline in the community. Accordingly, the revised project's acquisition and development of the parcel west of the ridgeline (APN 2812-008-002 aka the "donut hole" property) on-site would not result in a substantial adverse effect on a scenic vista. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. As with the approved project, the revised project would not be visible from any officially designated state scenic highway, the nearest of which is located approximately 30 miles from the project site. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c. Under the revised project, the proposed recreation center site would be developed on a small portion of land within the Project Site that was previously proposed to be a manufactured slope. This recreation center, however, would continue to be a low-scale development comprised of architectural characteristics and materials consistent with the scale and design of the homes in this new community, as originally designed. Therefore, it would not result in a substantial change in the visual character and quality of the developed site, compared to the originally approved project. Elimination of Planning Area 1A would reduce the extent of alterations to existing natural topography visible from Bouquet Canyon Road. Other minor modifications to locations of homes in Planning Area 1 would not affect the visual character of the developed site as viewed from homes to the west or motorists along Bouquet Canyon Road as it would not substantially alter the scale and form of the approved project's layout. Revisions to the flood channel design based on recent County plan check corrections would, for the most part, not be visible from off-site and would not substantially change the visual character of this element of the project as compared with the design evaluated in the Certified EIR. Further details regarding the Copper Hill Drive slope grading are now available as the project plans have been further refined. The revised project would include a retaining wall on the north side of Copper Hill Drive that would begin at the driveway entrance to the proposed Davenport trailhead and would extend south, ending across from the southern driveway entrance to PA-4. The aesthetic impacts of the roadway realignment and extension of Copper Hill Drive are analyzed in the Certified EIR. The proposed slope grading would not change the less than significant visual impact of the Copper Hill Drive to Bouquet Canyon Road connection identified in the originally approved project as landscape and building elements of the developed site (PA-4) would remain prominent to travelers along Copper Hill Drive and portions of the on-site hillsides and ridgeline would not be impacted by this proposed retaining wall and would remain visible in the south.

Further, proposed trailhead improvements on the north side of Copper Hill Drive on the south side of the Haskell Canyon Open Space area would be limited in scale and would be located within previously disturbed areas. The trailhead (see **Figure 5**) would be



located in an area north of Copper Hill Drive that is characterized by bare earth, asphalt, and gravel. Construction of the trailhead amenities at this location would not involve substantial grading (as the area is predominantly flat) and would not extend into native vegetation. As such, the proposed improvements under the revised project would not represent a substantial change in the aesthetic character of the area or impact views of the Haskell Canyon Open Space area, which is located to the north and is higher in elevation. The proposed trailhead at the Davenport property (see **Figure 6**) would involve demolition of a single-family home and construction of a small parking lot and a decomposed granite picnic area with tables and a drinking fountain. This proposed trailhead would retain the oak trees currently located on this site (see discussion in the Biological Resources section, below) and would plant trees around the parking and picnic areas to visually enhance the view of this site from Copper Hill Drive.

Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- d. Under the revised project, the modifications to residential use and recreational center would be subject to all of the same outdoor lighting controls imposed on the approved project. The proposed recreation center under the revised Project would occur on a small portion of land within the Project Site that was previously proposed to be a manufactured slope (see **Figure 4**); however, lighting associated with the recreation center would not result in a substantial increase in nighttime lighting in the areas that were approved to have modest street and residential lighting. In addition, revisions to the flood channel and the Copper Hill Drive slope grading would not result in light or glare impacts. As with the approved project, the revised project would comply with the City's existing outdoor lighting restrictions to prevent off-site light spillage and glare. Therefore, the proposed project revisions would result in no difference in impact on day or nighttime views due to a new source of light or glare, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

## **Air Quality**

The Certified EIR for the approved project addressed air quality impacts in Section 3.2 of the Draft EIR. As stated in the Certified EIR, the original project would not cause any significant impacts related to air quality with implementation of several mitigation measures. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not conflict with or obstruct implementation of the 2016 Air Quality Management Plan (AQMP) with the implementation of Mitigation Measures MM 3.2-1 and MM 3.2-2. The approved project meets both criteria established by the South Coast Air Quality Management District (SCAQMD). The first criterion would be met as the project's long-term emissions would be below the localized significance thresholds, and construction emissions of criteria pollutants would be less than significant with the implementation of the mitigation measures mentioned above.

Mitigation Measure 3.2-1 requires all off-road diesel-powered construction equipment greater than 50 horsepower to meet U.S. Environmental Protection Agency (USEPA)-certified Tier 4 emissions standards and all construction equipment to be outfitted with best available control technology (BACT) devices certified by the California Air Resources Board (CARB) during project construction. Mitigation Measure MM 3.2-2 restricts the size of haul vehicles during site preparation and grading. The second criterion would be met as the project was determined to be consistent with the General Plan land use policies and zoning standards, as well as the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). As the 2016 AQMP incorporated the same growth projections used for the General Plan and RTP/SCS, the project would be consistent with the projections included in the 2016 AQMP. Further, the project would implement all feasible air quality mitigation measures with the implementation of Mitigation Measures MM 3.2-1 and MM 3.2-2, described above. Finally, the project would not conflict with the land use planning strategies set forth in the RTP/SCS. As the criteria established by SCAQMD have been met, with the implementation of the mitigation measures mentioned above, the project would result in less-than-significant impacts involving a conflict with the AQMP.

- b. The approved project would not result in a cumulatively considerable net increase of criteria pollutants for which the project region is non-attainment under an applicable federal or state ambient air quality standard, with implementation of Mitigation Measures MM 3.2-1 and MM 3.2-2. Without the implementation of these mitigation measures, the construction of the approved project would exceed the regional threshold established by SCAQMD for nitrogen oxides (NO<sub>x</sub>), a criteria pollutant. The implementation of these mitigation measures, described above, would result in a reduction of NO<sub>x</sub> emissions to below SCAQMD regional thresholds. Operation of the approved project would result in generation of criteria air pollutants below all SCAQMD regional thresholds.
- c. The approved project would not expose sensitive receptors to substantial pollutant concentrations during the grading phase, with implementation of Mitigation Measures MM 3.2-1 and MM 3.2-2. Impacts to sensitive receptors were evaluated using Local Significance Thresholds (LSTs) established by SCAQMD. Without implementation of these mitigation measures, the construction of the proposed project would result in an exceedance of LSTs for particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>). The implementation of mitigation measures MM 3.2-1 and MM 3.2-2 would reduce these emissions to below the SCAQMD LSTs. Operation of the approved project would not result in stationary or mobile sources that would exceed LSTs, and impacts would be less than significant. Further, background levels of carbon monoxide (CO) are not high enough to result in a CO hotspot due to the approved project's added vehicular traffic.
- d. The approved project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. Although construction activities could generate detectable odors, these odors would be short-term and would cease upon completion of construction. In addition, the approved project would be required to comply with state regulations minimizing the idling time of construction

equipment, which would further reduce the detectable odors from heavy-duty equipment exhaust. The approved project would also be required to comply with SCAQMD regulations to reduce odor impacts from reactive organic gas (ROG) emissions during architectural coating. No other types of emissions, beyond those described above, would be generated by the approved project.

### **Comparative Analysis for Proposed Project Revisions**

- a. The revised project would potentially change pollutant concentrations during the mass grading phase due to an increase in the total volume of earth movement, described further below. The Certified EIR-recommended Mitigation Measures MM 3.2-1 and 3.2-2 would also be implemented under the revised project and would require all off-road diesel-powered construction equipment to meet USEPA-certified Tier 4 emissions standards and to be outfitted with BACT devices certified by CARB. Under the first criterion established by the SCAQMD related to causing or contributing to localized air quality violations or delaying the attainment of air quality standard or interim emissions reductions specified in the AQMP, the revised project's long-term emissions would continue to be below the localized significance thresholds as discussed under subsections b and c below.

The revised project would also meet the second criterion established by SCAQMD concerning whether the revised project exceeds assumptions utilized in preparing forecasts present in the AQMP. The revised project would remain consistent with the General Plan land use policies, zoning standards, and the RTP/SCS as the residential land uses proposed by the approved project are not changing under the revised project (residential units are decreasing), and because the revised project's proposed trailhead improvements located in the Haskell Canyon Open Space area and the Davenport property are consistent with improvements found in open space land uses. In addition, the revised project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS. Lastly, the revised project would also be consistent with the land use projections included in the 2016 AQMP because the SCAQMD incorporated the land use projections in the RTP/SCS into the 2016 AQMP. Further, the revised project would continue to implement all feasible air quality mitigation measures, as described more fully below. There are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. The revised project would result in changes to the amount of emissions during the mass grading phase. The approved project would involve a total grading volume of approximately 2,070,000 cubic yards (cy), while the revised project would involve a total grading volume of approximately 2,800,000 cy. The revised project's elimination of housing in PA-1A, the minor modifications of homes in PA-1, the revisions to the flood channel design, and the slope grading along Copper Hill Drive would not cause significant changes in the primary sources of construction emissions as they relate to the actual construction of site infrastructure and buildings.

To calculate the estimated maximum daily construction emissions, the analysis in the Certified EIR used CalEEMod (version 2016.3.2). As shown in Appendix A, the analysis prepared for the revised project used the most recent version of CalEEMod (version 2020.4.0) to calculate the maximum daily emissions for the revised project. Variables factored into estimating the total construction emissions include the level of activity, length of the construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the number of materials to be transported on- or off-site.

It should be noted that the exhaust emission factors for construction equipment have improved since 2019 when CalEEMod (version 2016.3.2) was used for the Certified EIR. In addition, the revised project would result in shorter site preparation/ demolition and paving periods but would result in a longer grading phase and increased grading activities.

As calculated in CalEEMod (version 2020.4.0), the revised project would decrease the daily short-term construction emissions for all emission sources except carbon monoxide as a result of improved exhaust emission factors. However, the increased carbon monoxide emissions would still be below the SCAQMD significance threshold. Therefore, the revised project would also result in less-than-significant impact with implementation of Mitigation Measures MM 3.2-1 and 3.2-2 when compared to the approved project.

As related to long-term operational emissions, the revised project would result in a reduction of residential units through elimination of PA-1A. As a result, the revisions to the project would slightly reduce the overall level of operational emissions but would not otherwise significantly alter the operation of the project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- c. As with the approved project, impacts would be reduced to less than significant with implementation of Mitigation Measures MM 3.2-1 and 3.2-2, which would require all off-road diesel-powered construction equipment to meet USEPA-certified Tier 4 emissions standards and to be outfitted with BACT devices certified by CARB. Other than the change due to total grading volume, construction of the revised project would be essentially the same as the approved project. The revised project's elimination of housing in PA-1A, the minor modifications of homes in Planning Area 1, the revisions to the flood channel design, and the slope grading along Copper Hill Drive would result in a decrease of daily short-term construction emissions for particulate and gaseous air pollutants except carbon monoxide. The decrease in daily short-term construction emissions results from improved exhaust emission factors used in CalEEMod (version 2020.4.0 versus version 2016.3.2) that come from the improvement of construction equipment efficiency and the establishment of emissions regulations, both of which result in more efficient/cleaner equipment than equipment at the time of the Certified EIR. The increased carbon monoxide emissions would continue to be below the SCAQMD significance threshold. Overall, the analysis prepared for the revised project

resulted in lower daily short-term construction emissions for particulate and gaseous air pollutants, except carbon monoxide, as compared with the approved project.

The changes in emissions under the revised project would result in less-than-significant impacts to sensitive receptors due to construction emissions, similar to the approved project with implementation of Mitigation Measures MM 3.2-1 and 3.2-2 which would require all off-road diesel-powered construction equipment to meet USEPA-certified Tier 4 emissions standards and to be outfitted with BACT devices certified by CARB. Further, the revisions to the project would slightly reduce the overall level of operational emissions, as the project revisions would result in a minor reduction in residential units. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- d. The revised project would not cause a change in other emissions (such as those leading to odors). Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Biological Resources**

The Certified EIR for the approved project addressed biological resource impacts in Section 3.3 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to biological resources with implementation of several mitigation measures. EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would remove habitat that supports rare plant species (such as slender mariposa lilies) and sensitive animal species (10 sensitive animal species that could potentially occur on the project site). Slender mariposa lilies were identified primarily in the southeastern and southwestern portions of the project site, with 320 slender mariposa lilies being impacted by the new section of Bouquet Canyon Road. While not federally- or state-listed as endangered or threatened, they are considered rare. With implementation of preservation activities identified in Mitigation Measure MM 3.3-1, which includes replacement, payment into a mitigation bank, and/or preservation of land supporting slender mariposa lilies, the project impacts would be reduced to less than significant. Of the 10 animal species that could potentially occur on the project site, three have a low potential to occur, one has a moderate potential to occur, four have a high potential to occur, and two are presumed absent. Impacts would be less than significant to those animals with a low or moderate potential to occur and to the coastal California gnatcatcher, which is presumed absent, and no mitigation measures would be required. Of the species with a high potential to occur, coastal whiptail, coast horned lizard, loggerhead shrike, and San Diego black-tailed jackrabbit are highly mobile and would be expected to disperse to undeveloped land to the east of the proposed project. Loggerhead shrike eggs and young, however, are protected under the Migratory Bird Treaty Act, discussed further below and addressed in Mitigation



Measure MM 3.3-4. While burrowing owl was not found on-site, the project site does provide suitable habitat for this species throughout the project site with burrows that could potentially be used by burrowing owl located primarily in the central, western, and southwestern portions of the site. As such, Mitigation Measure MM 3.3-2 would be required, which includes a take avoidance survey and, if required, a Burrowing Owl Protection and Relocation Plan. If burrowing owl is observed during this survey, active burrows shall be avoided. With the implementation of Mitigation Measures MM 3.3-1, 3.3-2, and 3.3-4, the approved project would not result in significant impacts to species identified as a candidate, sensitive, or special status species.

- b. The approved project would result in permanent impacts to 28.68 acres of native plant-dominated habitat and 55.55 acres of habitat dominated by non-native species and previously disturbed areas. The elderberry savanna and southern willow scrub/giant reed stand habitats on the project site are considered sensitive natural communities by the California Department of Fish and Wildlife (CDFW) (totaling 1.26 acres) and would be permanently impacted by the proposed project. The elderberry savanna was observed in the northern portion of the project site. The southern willow scrub/giant reed stand was observed in the western portion of Bouquet Creek. However, both habitats are considered low quality due to their size and the presence of invasive species. Although southern willow scrub/giant reed stand is considered low-quality habitat, the project would offset permanent impacts to 0.70 acre through compensatory mitigation for jurisdictional streambed impacts as outlined in Mitigation Measure MM 3.3-3, which requires the issuance of a Streambed Alteration Agreement by CDFW. Therefore, with implementation of appropriate mitigation measures, the approved project would have a less-than-significant adverse effect on riparian habitat or a sensitive natural community identified in local or regional plans, policies, regulations, or by CDFW or the U.S. Fish and Wildlife Service (USFWS).
- c. The approved project would result in 0.19 acre of permanent impacts and 0.46 acre of temporary impacts to non-wetland WUS. Permanent impacts would be concentrated on the western and eastern ends of Bouquet Creek within the project site. The remaining portion of Bouquet Creek would be temporarily impacted by the construction of a new flood control channel south of the natural Bouquet Creek channel on the project site. Temporary impact areas would be restored to pre-project contours following completion of construction. Mitigation Measure MM 3.3-4 would be required to offset permanent impacts. This measure requires the applicant to demonstrate that the appropriate regulatory permits have been issued by the United States Army Corps of Engineers (USACE) and the Regional Water Quality Control Board (RWQCB). Further, Mitigation Measure MM 3.3-4 requires compensatory mitigation for permanent impacts at a ratio of no less than 1:1. With the implementation of Mitigation Measure MM 3.3-4, impacts to state or federally protected wetlands would be less than significant.
- d. The approved project is not part of a regional wildlife movement corridor, does not serve as a wildlife nursery site, and is not identified as being part of a local or regional corridor or linkage. The approved project would result in temporary impacts on the movement of terrestrial and avian wildlife through the project site during construction. Bouquet

Creek does not provide a migratory fish corridor given existing barriers to wildlife movement upstream and downstream of the project site and the ephemeral nature of the creek. Although the majority of the stream would be recontoured to pre-project conditions following construction, the project may disturb or destroy active migratory bird nests and young protected by the Migratory Bird Treaty Act (MBTA) and, as such, requires implementation of a mitigation measure. Mitigation Measure MM 3.3-5 requires measures to reduce impacts by limiting work performed during bird nesting season. If construction activities must occur during nesting season for migratory birds and raptors, a qualified biologist shall perform a preconstruction survey and implement construction buffer zones, if required. With implementation of Mitigation Measure MM 3.3-5, the impacts to species protected under the MBTA would be less than significant.

- e. The project site contains 64 oak trees that are protected by the City of Santa Clarita's Oak Tree Preservation Ordinance. The approved project would remove 26 oak trees, subject 1 oak tree to major encroachment, subject 2 oak trees to minor encroachment, and preserve the remaining 35 oak trees. These oak trees are located in the northeastern, northwestern, and southwestern portions of the project site. Compliance with the City's Oak Tree Preservation Ordinance and Oak Tree Preservation Guidelines would reduce project-related impacts to protected oak trees to a less-than-significant level.
- f. The approved project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as the project site is not located within such a plan area. As such, this threshold was not analyzed in the Certified EIR.
- g. The approved project would not affect a Significant Ecological Area as identified on the City of Santa Clarita SEA Delineation Map as the project site is not located within a Significant Ecological Area. As such, this threshold was not analyzed in the Certified EIR.

### **Comparative Analysis for Proposed Project Revisions**

- a. As discussed in the *Addendum to the Biological Technical Report for the Bouquet Canyon Project*, dated February 16, 2022, and included as Appendix B.1 of this Addendum, with the removal of PA-1A and revisions to the proposed slope grading, the revised project would result in the reduction of permanently impacted slender mariposa lilies by nine individuals. As such, under the revised project, the total impacts to this species would be reduced from 462 individual lilies to 453 individual lilies when compared to the approved project. Additional areas of the revised project do not support habitat for slender mariposa lilies or other rare plants. Moreover, the revised project would also implement Mitigation Measure MM 3.3-1 with regard to preservation or replacement of slender mariposa lilies. The proposed mitigation plan is provided as Appendix B.2 of this Addendum. Therefore, the revised project would result in a minor reduction of impacts to rare plants and would remain consistent with the findings described in the Certified EIR with mitigation.

In addition, based on the *Addendum to the Biological Technical Report*, development of the revised project would not result in a greater potential for sensitive wildlife species

to occur within the project site. No suitable habitat for burrowing owl was detected during the biological survey performed for the areas added by the revised project areas; however, the overall development site does provide some suitable habitat for burrowing owl. As such, as with the original project, the revised project would comply with mitigation measure MM 3.3-2 to avoid burrowing owls.

Therefore, as with the approved project, with the implementation of the previously identified mitigation measures MM 3.3-1 and MM 3.3-2, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. As detailed in the *Addendum to the Biological Technical Report for the Bouquet Canyon Project*, the revised project would reduce the permanent impacts of the original project by 5.62 acres of vegetation and land uses by reducing overall impacts to vegetated areas and removal of PA-1A. Specifically, the removal of PA-1A would reduce the revised project's impacts on the following vegetation types: disturbed-Riversidean upland sage scrub, scrub oak chaparral, and scrub oak chaparral/non-native grassland. The revised project would, however, result in new permanent impacts to developed areas (1.3 acres), disturbed areas (0.42 acres), mulefat scrub (0.09 acres), ornamental vegetation (0.30 acres), and riverwash (0.02 acres) through the proposed design changes. The revised project would result in new temporary impacts to 0.53 acres (0.08 acres of disturbed areas, 0.02 acres of non-native grassland, 0.18 acres of non-native vegetation, 0.24 acres of ornamental vegetation, and 0.01 acres of riverwash), but none of these communities are considered sensitive by CDFW. In addition, the Davenport trailhead parcel includes two vegetation communities (non-native vegetation/upland Riversidean sage scrub and Tucker oak chaparral), but neither vegetation community is considered sensitive by CDFW. As previously stated, the Haskell Canyon Open Space area trailhead and the trail connection along Copper Hill Drive proposed as part of the revised project would take place within previously disturbed areas characterized by bare soil, gravel, and asphalt and would, therefore, not impact any native vegetation. Under the revised project, overall impacts to identified sensitive habitats (i.e., southern willow scrub/giant reed stand, elderberry savanna) would remain the same as the approved project. As with the approved project, the revised project would implement Mitigation Measure MM 3.3-3 to secure a CDFW Streambed Alteration Agreement. Therefore, with the implementation of Mitigation Measure MM 3.3-3, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c. As with the approved project, the revised project would implement Mitigation Measure MM 3.3-4 with regard to issuance of a Clean Water Act Section 404 permit from USACE and a Clean Water Act Section 401 permit from RWQCB. As discussed in the *Addendum to the Biological Technical Report for the Bouquet Canyon Project* dated February 16, 2022 and included as Appendix B.1 of this Addendum, the revised project would result in a total reduction of 0.01 acre of permanent impacts (from 0.19 acre to 0.18 acre) to USACE jurisdictional waters when compared to the approved project. Therefore, as with the

approved project, impacts of the revised project with regard to USACE jurisdictional waters are considered less than significant pursuant to CEQA. With regard to RWQCB jurisdictional waters, due to state-level procedural changes based on hydrologic modeling, the revised project's permanent impacts to RWQCB jurisdictional waters would increase from 0.19 acre to 1.32 acres when compared to the approved project. However, areas of expanded jurisdiction by the RWQCB are located within the limits of areas previously evaluated in the approved project as supporting CDFW jurisdictional resources. Given that the expanded RWQCB jurisdictional areas (and compensatory mitigation for RWQCB impacts as provided in Mitigation Measure MM 3.3-4) were evaluated as waters of the State regulated by CDFW for the approved project, impacts under the revised project with regard to expanded RWQCB waters regulated under the project Section 401 Water Quality Certification are considered less than significant. In addition, the revised project's acquired parcels are not located within jurisdictional waters. The revised project does not result in any new significant impacts to RWQCB jurisdictional areas compared to approved project. Therefore, impacts to RWQCB jurisdictional waters from the revised project are considered less than significant pursuant to CEQA. Overall, with implementation of Mitigation Measure MM 3.3-4, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- d. As stated in the Certified EIR, while the approved project would result in temporary impacts on the movement of terrestrial and avian wildlife through the project site during construction, Bouquet Creek does not provide a migratory fish corridor given existing barriers to wildlife movement upstream and downstream of the project site and the ephemeral nature of the creek. The proposed project revisions to channel design would not be substantial and would consist of engineering and technical updates to the design in order to address comments from Los Angeles County's plan check process and would, therefore, result in the same temporary impacts on Bouquet Creek as were analyzed in the approved project. The revised project would result in similar temporary impacts on the movement of terrestrial and avian wildlife through the project site during construction. Project revisions, including the relocation of the recreation center, changes to PA-1 and PA-3, elimination of PA-1A, and the slope grading for Copper Hill Drive, would not cause changes to impacts previously identified, including those to species protected by the MBTA. Therefore, with implementation of mitigation measure MM 3.3-5 to avoid disruption of active bird nests during construction, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- e. As provided in the *Addendum to the Oak Tree Report for the Bouquet Canyon Project* (February 16, 2022), the revised project's elimination of PA-1A would allow 69 oak trees to be avoided within the southwestern portion of the project site. In addition, the revised project's acquired parcel within the northwestern portion of the project site (APN 2812-008-002 aka the "Donut Hole" property) would not impact oak or heritage trees, as none were identified in the parcel. The revised project would also modify the design of the

drainage channel, but the modified channel design would not result in the removal of additional oak trees. While the Davenport trailhead parcel includes Tucker oak chaparral, the health of which is assessed in Appendix B.3 of this Addendum, the revised project would avoid the oak trees, and no impacts to such trees in the parcel would occur. Specifically, there are 20 oak trees on the Davenport Property, concentrated on the east side of the property, including 17 Tucker's oak, 2 interior live oak, and 1 blue oak. All but one of these trees are considered to be in fair to poor condition, with many exhibiting drought stress and sparse foliage. The revised project would result in minor encroachment to one protected tree, but no appraisal or mitigation is warranted for minor encroachment according to the City's Oak Tree Preservation Ordinance. Overall, the revised project would remove 11 oak trees, transplant 1 blue oak, subject 1 oak tree to major encroachment, subject 2 oak tree to minor encroachment, and avoid 69 oak trees. As with the approved project, the revised project would comply with the City's Oak Tree Preservation Ordinance and Oak Tree Preservation Guidelines and prepare a plan detailing the installation of \$39,600 worth of oak trees and provide \$40,700 to the City for a transplanted tree only if it does not survive after a five-year monitoring period. Therefore, the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- f. The revised project would not cause conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other conservation plan as the project site is not located within such a plan area. Therefore, there are no material changes in circumstances, and the revised project would have no impact.
- g. The revised project would not result in changes that would affect a Significant Ecological Area as the project site is not located within a Significant Ecological Area, as identified in the City's General Plan Conservation and Open Space Element (CO-32). Therefore, there are no material changes in circumstances and the revised project would have no impact.

### **Cultural Resources**

The Certified EIR for the approved project addressed cultural resource impacts in Section 3.4 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to cultural resources with implementation of several mitigation measures. EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not have an impact on a historical resource as no historical resources, as defined by CEQA Section 15064.5(a), are located within the project site.
- b. The approved project would potentially have an impact on archaeological resources. Although no archaeological resources were identified within the project site during cultural resources investigations, there have been a number of findings of such resources in the project vicinity, indicating a high potential to discover presently unknown

resources during project excavation work. Further, the Chari/Suraco and Ruiz cemeteries are likely to be located within the project site in or near areas planned for development. The Chari/Suraco cemetery was indicated to occur in the western portion of the project site near PA-1, and the Ruiz cemetery was indicated to occur along the ridge planned for a recreation trail. With implementation of Mitigation Measure MM 3.4-1, which includes development of an Archaeological and Native American Monitoring Program and addresses potential discovery of the Ruiz cemetery, and Mitigation Measure MM 3.4-2, which includes identification and avoidance of the Chari/Suraco cemetery, impacts would be reduced to less than significant.

- c. The approved project would potentially have an impact to significant cultural resources due to the likely presence of human remains. While no physical remnants of potential cemeteries were identified during site investigations, a location near PA-1 was identified as a likely location for the Chari/Suraco cemetery, and a location along the ridge planned for a recreational trail was identified as a likely location for the Ruiz cemetery. Implementation of Mitigation Measures MM 3.4-1 and MM 3.4-2, as described above, would reduce impacts to these cultural resources to less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. The revised project now includes the development of an acquired parcel within the northwestern portion of the project site. As evaluated in the 2019 Cultural Resources Report included in the Certified EIR, the structure within this parcel does not meet the criteria for inclusion in the California Register of Historical Resources or the National Register of Historic Places. For the revised project, one structure was identified within another acquired parcel proposed for the Davenport trailhead, as detailed in the *Addendum to the Cultural Resources Survey and Assessment*, dated February 2022 and provided as Appendix C of this Addendum. This structure is a single-family home located at 28601 Bouquet Canyon Road that has had multiple modern additions to the main residential structure and has been modified with new roofing, stucco siding, windows, and doors. As the structure does not retain enough of its historic character or appearance to be recognizable as a historical resource, the structure is not considered a significant historical resource as defined by CEQA Section 15064.5(a). Based on the results of the current study, no significant historical resources would be impacted by the revised project. As such, the revised project remains consistent with the findings documented in Section 3.4 of the Draft EIR. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. The revised project would modify the single-family lots in PA-1 and PA-3 due to the relocation of the recreation center and to avoid potential cemetery remains from the Chari/Suraco cemetery. As with the approved project, the revised project, including the relocation of the recreation center, additional slope grading for Copper Hill Drive, and the addition of land within the project site from acquired parcels, would implement Mitigation Measure MM 3.4-1, which would require development of an Archaeological and Native American Monitoring Program. As such, similar to the approved project,

impacts related to archaeological resources as a result of the revised project would be less than significant with implementation of Mitigation Measures MM 3.4-1 and MM 3.4-2.

- c. As established above, the revised project would eliminate PA-1 and would, therefore, avoid potential cemetery remains, including human remains, from the Chari/Suraco cemetery. As with the approved project, the revised project, including the relocation of the recreation center, additional slope grading for Copper Hill Drive, and the addition of land within the project site from acquired parcels, would implement Mitigation Measure MM 3.4-1, which would require development of an Archaeological and Native American Monitoring Program. Therefore, similar to the approved project, the revised project's impacts due to the presence of human remains, including those of the Ruiz cemetery located along the ridge would be less than significant with implementation of Mitigation Measures MM 3.4-1 and MM 3.4-2.

## **Energy**

The Certified EIR for the approved project addressed energy consumption impacts in Section 3.5 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to energy consumption, and no mitigation would be required. EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. Energy efficiency and conservation during construction would be achieved through compliance with federal and state standards and regulations, such as the state idling requirement that equipment not in use for more than five minutes be turned off and engine emissions standards. There are no unusual project characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. The approved project would adhere to all federal, state, and local requirements for energy efficiency. Further, the approved project would not result in any unusual characteristics that would result in excessive long-term operational fuel consumption, or in the inefficient, wasteful, or unnecessary consumption of building energy, and, as such, a less than significant impact would occur.
- b. The approved project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, such as Title 24 of the California Code of Regulations and the California Green Building Standards (CALGreen) code, and a less-than-significant impact would occur.

### **Comparative Analysis for Proposed Project Revisions**

- a. As with the approved project, the revised project would comply with federal and state standards and regulations related to energy conservation during construction and operation. Further the revised project, including the elimination of PA-1A, relocation of the recreation center, alteration of PA-1 and PA-3, slope grading at Copper Hill Drive, revisions to channel design, relocation of the pedestrian bridge, trailhead improvements,

and increased amount of grading activity (additional 730,000 cubic yards), would not result in any unusual characteristics that would necessitate the use of construction equipment that would be less energy efficient than at comparable construction sites in the region or state. Further, the removal of PA-1A and alteration of PA-1 and PA-3 would result in a reduction of four housing units when compared with the approved project. As such, given the reduction of housing units, the long-term operational energy consumption associated with the revised project's residential units would be less than the residential energy consumption of the approved project. Therefore, the revised project would not result in material changes in the project's long-term operational fuel consumption, or in the inefficient, wasteful, or unnecessary consumption of building energy.

In addition, construction activities associated with the revised project would not substantially increase the fuel consumption previously identified for the approved project. However, the increased grading activity could be considered a component of the revised project that would most likely result in an increase in energy consumption. Based on assumptions made in the Certified EIR, it can be concluded that the revised project, specifically a 35-percent increase in grading activity, would increase fuel consumption by a similar proportion.<sup>1</sup> The Certified EIR concluded the construction activities associated with the approved project would increase the Countywide fuel consumption by 0.0307 percent. With construction of the revised project, the total countywide fuel consumption would then increase by 0.0415 percent (an increase of 0.0108 percent). As with the approved project, the revised project would have a minimal effect on the local and regional energy supplies (e.g., automobile fuel) during construction.

Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. As with the approved project, the revised project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency, such as Title 24 and CALGreen code because the revised project would be required to comply with Title 24 and CALGreen standards and would utilize electricity provided by Southern California Edison that would be composed of 50 percent renewable energy sources by 2030. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

## **Geology and Soils**

The Certified EIR for the approved project addressed geology and soil impacts in Section 3.6 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to geology and soil with implementation of a mitigation measure.

---

<sup>1</sup> 2,800,000 cy of earthwork proposed by the revised project represents an additional 730,000 cy of earthwork as compared with the approved project (2,070,000 cy).  $730,000 \text{ cy} / 2,070,000 \text{ cy} = 0.352$  or 35 percent.



EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a.i. No State-mapped earthquake faults occur within the project site. An indication of a fault rupture was identified during initial site geotechnical investigations; however, as provided in the Certified EIR, a subsequent investigation found that the project site is not transected by any active fault traces. Therefore, structure setbacks or restrictions related to fault activity would not be required, and there would not be a significant impact involving construction within or along an active fault.
- a.ii. The approved project would not cause substantial adverse effects involving strong seismic ground shaking. Compliance with the seismic design criteria required by the Santa Clarita Municipal Code would reduce potentially seismically induced ground shaking impacts to less than significant.
- a.iii. The approved project would remove and replace unstable materials that could result in substantial adverse effects involving seismic-related ground failure, including liquefaction. Compliance with the Santa Clarita Municipal Code and the recommendations in the approved project's geotechnical report would sufficiently alleviate on-site liquefaction hazards.
- a.iv. The approved project's grading plan would remediate existing landslide conditions, and compliance with the Santa Clarita Building Code would ensure that the earthwork and slope stability measures are sufficient to reduce potential landslide hazards to less than significant.
- b. The approved project would include site clearance and grading activities that would expose soils to potential for erosion due to rainstorms and winds. Compliance with existing regulatory standards, including acquisition of an National Pollutant Discharge Elimination System (NPDES) Construction General Permit, would provide sufficient best management practices to prevent significant erosion impacts. The developed site under the approved project would reduce erosion potential and provide effective erosion controls over the long term, such that there would not be significant erosion impacts.
- c. The approved project would be located on land with a geologic unit or soil that is unstable and could potentially result in on-site landslide, subsidence, or liquefaction. Compliance with the provisions of the Santa Clarita Building Code and the design features identified in the approved project's geotechnical report would sufficiently alleviate the unstable soil conditions. Therefore, impacts would be less than significant.
- d. The approved project would be located on expansive soil. However, compliance with the Santa Clarita Building Code and the recommendations in the approved project's geotechnical report would mitigate potential impacts to a level of less than significant.

- e. The approved project would not involve the use of septic tanks or alternative wastewater disposal systems as all wastewater would be discharged to a sanitary sewer system. Therefore, there would be no impact.
- f. Excavation associated with the approved project would disturb two geologic formations where important fossil resources have been discovered in the Santa Clarita Valley, Saugus and Castaic Formations. Field monitoring by a qualified paleontologist, as described in Mitigation Measure MM 3.6-1, would ensure that significant paleontological resources are not destroyed by excavation work. Although the approved project would partially alter a City-designated Significant Ridgeline in the western portion of the site, there are other General Plan-designated, significant ridgelines in the immediate vicinity of the project site, all of which are taller than the ridgeline on the project site. Therefore, this would be a less-than-significant impact.

### **Comparative Analysis for Proposed Project Revisions**

- a.i. As previously discussed, the project site is not transected by any active fault traces. As with the approved project, the revised project would not result in changes that would induce any movement or rupture of a known earthquake fault. As such, similar to the approved project, the revised project would not require structure setbacks or restrictions related to fault activity, and there would not be a significant impact involving construction within or along an active fault. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- a.ii. As with the approved project, the revised project would not affect the project site's existing geologic conditions and would not result in changes that would directly or indirectly cause adverse effects related to strong seismic ground shaking. Further, as with the approved project, the revised project would comply with the seismic design criteria required by the Santa Clarita Municipal Code and as recommended in the site-specific geotechnical report. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- a.iii. The northern and central portions of the project site along the canyon bottom lie within a designated Liquefaction Hazard Zone. Similar to the approved project, the revised project would reduce the potential detrimental effects of liquefaction by implementing various strategies, including grading/earthwork that removes and replaces potentially liquefiable soils with non-liquefiable fill soils, in situ ground improvement methods that reduce liquefaction potential, designing structural foundations in recognition of potential liquefaction-induced settlement, or a mixture of these strategies. Incorporation of the appropriate strategies would be confirmed during the City's plan check process, and such strategies would be included in construction specifications prior to issuance of grading permits. As with the approved project, this standard regulatory

compliance process would reduce the revised project's potential impacts associated with liquefiable soils to a less-than-significant level. As detailed below, the revised project also would remediate existing landslide conditions. Therefore, there are no material changes in circumstances, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- a.iv. As with the approved project, the revised project would comply with City requirements and applicable design criteria per the California Building Code. As detailed in geotechnical memoranda from LGC Geotechnical, Inc., dated October 20, 2021, and April 12, 2022 and included as Appendix D of this Addendum, while the revised project would propose additional grading to accommodate development, strategies provided by the site-specific geotechnical report would be implemented such that remedial grading would be performed in slope areas where adversely oriented bedding planes exist. The remedial grading would remove the adversely oriented bedrock and replace it with engineered fill materials. Proposed cut grading would likely remove some, if not all, of the existing landslide materials. If the landslide materials are not removed by cut grading, then they would be overexcavated and replaced with engineered fill materials. Furthermore, remedial and design grading within the site would be performed in accordance with site-specific recommendations provided by the project geotechnical professional, and as verified by the City in its plan check and grading permit process. As with the approved project, the revised project would remediate existing landslide conditions and result in similar less-than-significant effects associated with landslides. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. As described in Appendix D of this Addendum, the revised project would include the additional grading and development within acquired parcels. As with the approved project, the revised project would be required to comply with regulatory standards that would provide sufficient measures to prevent significant erosion impacts during construction, such as obtaining the NPDES Construction General Permit. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c. The northern and central portions of the project site are susceptible to liquefaction, while the western and southern portions of the project site are susceptible to landslides and settlement due to consolidation of native soils and artificial fill. As with the approved project, the revised project would comply with the Santa Clarita Municipal Code and the design features and recommendations provided in the project site-specific geotechnical report. Furthermore, at buildout, the revised project's drainage system would allow runoff to be captured and conveyed to the on-site engineered channel or off-site existing channelized segment of Bouquet Creek to the west. Therefore, similar

to the approved project, the revised project would have less-than-significant effects associated with the site's location on a geologic unit or soil that is unstable, or that would become unstable as a result of development.

- d. As with the approved project, the revised project would be required to comply with the Santa Clarita Municipal Code. Furthermore, the revised project would adhere to the recommendations provided in the project-specific geotechnical report to conduct further soil evaluation and incorporate proper structural design features. Therefore, as with the approved project, although the revised project would be located on expansive soil, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- e. As with the approved project, the revised project would not result in the use of septic tanks or alternative wastewater disposal systems. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- f. As with the approved project, the revised project would involve excavations that would expose the Saugus and Castaic Formations, which have the potential to yield unique or significant paleontological resources. Similar to the approved project, with implementation of Mitigation Measure MM 3.6-1, the revised project would result in less-than-significant impacts to paleontological resources. Further, similar to the approved project, the revised project would alter a portion of the ridgeline on the western side of the project site, which has been classified as significant in the General Plan. However, as with the approved project, the revised project would retain a majority of the ridgeline. As such, other larger and more distinct ridgelines adjacent to the project site would remain. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Greenhouse Gas Emissions**

The Certified EIR for the approved project addressed greenhouse gas (GHG) emissions impacts in Section 3.7 of the Draft EIR. As stated in the Certified EIR, the original project would not cause any significant impacts related to greenhouse gas emissions and no mitigation would be required. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would generate GHG emissions consisting of construction sources, area sources, and mobile sources. Indirect project-related sources of GHGs consisted of energy consumption, solid waste, and water demand. The approved project's total annualized GHG footprint, amortized over the lifetime of a project (assumed to be 30 years), would result in less-than-significant environmental effects.

- b. The approved project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. This includes consistency with CARB's 2017 Scoping Plan, the Southern California Association of Government's (SCAG's) 2016-2040 RTP/SCS, and the Santa Clarita General Plan.

### **Comparative Analysis for Proposed Project Revisions**

- a. The revised project would result in changes to the amount of GHG emissions during the mass grading phase. The approved project would involve a total grading volume of approximately 2,070,000 cubic yards (cy), while the revised project would involve a total grading volume of approximately 2,800,000 cy, resulting in an increase of 730,000 cy of earthwork. The revised project's elimination of housing in PA-1A, the minor modifications of homes in Planning Area 1, the revisions to the flood channel design, and the slope grading along Copper Hill Drive would not cause significant changes in the primary sources of construction-related GHG emissions as they relate to the actual construction of site infrastructure and buildings.

To calculate the GHG emissions, the analysis in the Certified EIR used CalEEMod (version 2016.3.2). As shown in Appendix E, the analysis prepared for the revised project uses the most recent version of CalEEMod (version 2020.4.0) to calculate GHG emissions for the revised project. Variables factored into estimating the total construction emissions include the level of activity, length of the construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the number of materials to be transported on- or off-site.

The revised project would result in shorter site preparation/demolition and paving periods, but would result in a longer grading phase and increased grading activities. As calculated in CalEEMod (version 2020.4.0), construction activities associated with the revised project are anticipated to decrease GHG emissions by 125.33 metric tons carbon dioxide equivalent per year (MTCO<sub>2</sub>eq/year) (after amortization over 30 years). The decrease in GHG construction emissions results from improved exhaust emission factors used in CalEEMod (version 2020.4.0 versus version 2016.3.2) that come from the improvement of construction equipment efficiency and the establishment of emissions regulations, both of which result in more efficient/cleaner equipment than equipment at the time of the Certified EIR

Mobile sources (i.e., vehicular exhaust) during operation of the project were identified in the Certified EIR as the greatest contributor of direct project-related GHG emissions and relate to vehicle trips. As previously mentioned, the most recent version of CalEEMod (version 2020.4.0) was used to calculate direct and indirect project-related GHG emissions. The new modeling applied the modified Emission FACTor (EMFAC) 2017 emission factors, which include off-model adjustments applied to certain gasoline-fueled light duty and medium duty vehicles in accordance with Part One of the Safer Affordable Fuel-Efficient (SAFE) Vehicles Rules and actions adopted by the USEPA and National Highway Traffic Safety Administration in 2020. In addition, the CO<sub>2</sub> emissions from mobile sources were reduced through a combination of cleaner engine technologies

and cleaner fuels. As such, the new modeling resulted in lower mobile GHG emissions than those identified in the Certified EIR. Overall, the GHG emissions in all sectors improved as the technologies improved, such as emissions during energy generation and transmission and water processing. Based on the most recent version of CalEEMod, the revised project would result in a decrease of approximately 661.53 MTCO<sub>2</sub>e per year of mobile-source and indirect-source generated GHG emissions as compared with the approved project. As with the approved project, the overall revised project would have a total annualized GHG footprint that would result in less-than-significant environmental effects. Therefore, there are no material changes in circumstances, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. As with the approved project, the revised project would be consistent with applicable plans, policies or regulations adopted for the purpose of reducing GHG emissions. Specifically, the revised project would remain consistent with the General Plan land use policies, zoning standards, and the RTP/SCS because the revised project site's land use designations in the General Plan (i.e., urban residential, neighborhood commercial, open space, public/institution), and identical corresponding zone district classifications, would remain the same as the approved project. Therefore, the revised project is considered to be consistent with the General Plan land use policies and zoning standards for the project site. In addition, the revised project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS and, therefore, would not conflict with the land use planning strategies set forth in the RTP/SCS. For these reasons, the revised project would be consistent with applicable plans, policies or regulations of CARB's 2017 Scoping Plan, SCAG 2016-2040 RTP/SCS, and Santa Clarita General Plan adopted for the purpose of reducing GHG emissions.<sup>2</sup>

### **Hazards and Hazardous Materials**

The Certified EIR for the approved project addressed hazards and hazardous materials impacts in Section 3.8 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to hazards and hazardous materials with implementation of mitigation measure MM 3.8-1. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project includes grading and development around an existing abandoned/plugged oil well located along the proposed Bouquet Canyon Road alignment. The approved project would maintain sufficient ground cover above the existing abandoned/plugged oil well and sufficient space for access by a well rig and related equipment in the event that a future leak triggers a need to re-abandon the well

---

<sup>2</sup> The analysis in the approved project Certified EIR was prepared prior to adoption of SCAG's 2020-2045 RTP/SCS (Connect SoCal). Therefore, this analysis focuses on consistency with the 2016-2040 RTP/SCS. Regardless, the revised project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the 2020-2045 RTP/SCS and would not conflict with the land use strategies identified in this plan.

to current standards as determined by the Geologic Energy Management Division, formerly the Division of Oil, Gas, and Geothermal Resources. Further, implementation of Mitigation Measure MM 3.8-1 requires the project applicant to test the oil/gas well and the soils around the oil/gas well prior to the issuance of a grading permit and for any contaminated soil to be disposed of in accordance with local, state, and federal laws. With implementation of this mitigation measure, impacts would be less than significant.

- b. The approved project would be designed to comply with the Los Angeles County Fire Code standards for development in a Very High Fire Hazard Severity Zone and would implement construction phase mitigation measures to reduce the potential for accidental fires from various construction ignition sources and ensure adequate emergency access. As detailed in Section 3.15, Wildfire, of the Draft EIR, Mitigation Measure MM 3.15-1 requires the development of a Construction Fire Prevention Plan; Mitigation Measure MM 3.15-2 requires the construction contractor to ensure the implementation of all construction-phase flammable vegetation removal, fuel modification, and irrigation systems; and Mitigation Measure MM 3.15-3 requires the development of an Emergency Vehicle Access Plan. The City's existing emergency response and evacuation procedures are sufficient to manage emergency evacuation circumstances that could occur due to wildland fires in the project area. With implementation of these designs and mitigation measures, impacts related to wildland fire hazards would be less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. While the revised project's grading activities would increase the total quantities from 2,070,000 cy of earthwork to 2,800,000 cy of earthwork, the revised project would adhere to Mitigation Measure MM 3.8-1 to test the identified abandoned oil/gas well prior to the issuance of a grading permit. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. As with the approved project, the revised project would be designed to comply with the Los Angeles County Fire Code standards for development in a Very High Fire Hazard Severity Zone and would implement construction phase mitigation measures to reduce the potential for accidental fires from various construction ignition sources and ensure adequate emergency access. As with the approved project, the revised project would reduce potential impacts related to wildland fire hazards to a less-than-significant level with implementation of Mitigation Measures MM 3.15-1 through 3.15-3. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Hydrology and Water Quality**

The Certified EIR for the approved project addressed hydrology and water quality impacts in Section 3.9 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to hydrology and water quality, and no mitigation would be

required. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would generate a variety of potential stormwater pollutants. However, compliance with existing regulatory standards, such as requirements for implementation of a Stormwater Pollution Prevention Plan (SWPPP) and an Urban Stormwater Mitigation Plan (USMP), would ensure that the approved project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade the quality of surface water or groundwater. Compliance with these regulatory standards would reduce potential stormwater pollutants to a less-than-significant level.
- b. The approved project would not decrease groundwater supplies or interfere substantially with groundwater recharge such that the project would impede sustainable groundwater management of the basin. There is no groundwater production occurring at the project site, and proposed excavations would not encounter groundwater. Further, the City requires implementation of a USMP, which includes BMPs and LID design principles to lessen water quality impacts. The portion of Bouquet Creek within the project site would be maintained as a natural (unpaved and vegetated) drainage course and would continue to provide groundwater recharge as it does today. Therefore, while the project would create new impervious surfaces throughout the site, where none exist today, a majority of the site's drainage area (approximately 72%) would consist of pervious surfaces, comprised of vegetated slopes, landscaped community open space areas, private yards, parkways, recreation turf areas, etc., where infiltration would occur during rainstorms. The project would not contribute to depletion of groundwater or interfere with recharge of a managed groundwater supply source. Therefore, impacts would be less than significant.
- c.i. The approved project would alter the existing drainage pattern of the project site or the project vicinity, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, the approved project would not alter the existing drainage pattern in a manner that would result in substantial erosion or siltation on- or off-site. The approved project would comply with Construction Activity Stormwater Measures established by the City to ensure retention of on-site sediments and erosion control from slopes. Additionally, the approved project would implement a SWPPP, which includes BMPs, erosion control measures, and a USMP, which includes management of stormwater runoff. Further, Bouquet Creek would be retained in its natural contours following construction, a storm channel would be constructed that would prevent erosion and siltation during peak storm flows, and stormwater in natural areas would be collected in debris basins prior to entering the storm drain system. Finally, the approved project includes impervious surfaces and extensive landscaping, which would eliminate and reduce, respectively, erosion in these areas. Therefore, impacts would be less than significant.



- c.ii. The approved project would alter the existing drainage pattern of the project site or the project vicinity, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, the approved project would not alter the existing drainage pattern in a manner that would substantially increase the rate or amount of surface water runoff, resulting in flooding on- or off-site. As mentioned previously, an engineered storm drainage system is proposed to provide enhanced flood control protection along Bouquet Creek. Further, in compliance with Los Angeles County Guidelines, on-site systems carrying stormwater runoff would meet design requirements to accommodate a 25-year storm event or a 50-year storm event. Compliance with this requirement and implementation of the drainage system would avoid significant flooding impacts. Therefore, impacts would be less than significant.
- c.iii. The approved project would alter the existing drainage pattern of the project site or the project vicinity, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. However, the approved project would not alter the existing drainage pattern in a manner that would create or contribute to surface water runoff that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. As mentioned previously, the approved project would comply with the City's and County's requirements to manage stormwater runoff. This compliance includes the installation of stormwater management and treatment systems throughout the project site. This system includes channelization of existing floodplain conditions along Bouquet Creek in the northern portion of the project site. During design year storm conditions, runoff from the new flood control channel would not result in flows that would exceed the capacity of the existing downstream channel segment that flows to the Santa Clara River. Further, compliance with the City's requirements would include implementation of treatment control best management practices (BMPs), which would ensure the approved project would not result in substantial additional sources of polluted runoff. As such, impacts would be less than significant.
- d. The approved project would not risk release of pollutants due to inundation in a flood hazard, tsunami, or seiche zone. The project site is not located within or adjacent to areas exposed to tsunami events. Given the distance between the project site and the nearest location where a seiche could occur, Bouquet Dam/Reservoir, it has been determined that the potential for substantial adverse impacts related to inundation as a result of seiche would be less than significant. Finally, while the northern portion of the project site immediately adjacent to Bouquet Creek is designated by the Federal Emergency Management Agency (FEMA) as a high risk/special flood hazard area, the approved project would provide enhanced flood control protection, specifically the proposed flood control channel, that would eliminate much of the existing floodplain conditions in the area. The approved project would involve a request to FEMA to remove the northern portion of the project site north and south of Bouquet Creek from the FEMA Flood Zone A designation upon completion of the channel improvements. Therefore, upon completion of the approved project, impacts would be less than significant.

- e. The approved project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The approved project would be subject to the requirements of the NPDES, which includes preparation and implementation of an SWPPP, and would comply with City requirements for stormwater during construction and operation. While the Santa Clarita Valley Groundwater Sustainability Agency has not established a Groundwater Sustainability Plan, the approved project would not interfere with groundwater or groundwater recharge, as discussed previously. Therefore, impacts would be less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. Although the revised project would result in additional grading activities and a longer construction phase when compared to the approved project, the revised project would still comply with existing regulatory standards, including requirements for implementation of an SWPPP and a USMP, to ensure that development would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade the quality of surface water or groundwater. A USMP for the revised project was prepared on March 7, 2022, and is provided as Appendix F of this Addendum. Similar to the approved project, compliance with these regulatory standards would reduce potential stormwater pollutants to a less than significant level. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. As with the approved project, there is no groundwater production occurring at the project site, and proposed excavations under the revised project would not encounter groundwater. Although the revised project would require additional grading when compared to the approved project, development would not include any subterranean levels requiring deep excavation that would potentially encounter groundwater. In addition, similar to the approved project, while the revised project would increase the amount of impervious surfaces on-site, the proposed drainage areas would still allow infiltration during rainstorms. Accordingly, similar to the approved project, impacts of the revised project on groundwater resources would be less than significant. Therefore, there are no material changes in circumstances, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c.i. Project revisions include additional grading, the addition of acquired land, and trailhead improvements. As with the approved project, the revised project would be required to comply with standard BMPs to reduce the potential for significant erosion or siltation to occur during construction. During operation, the revised project, as with the approved project, would utilize installed stormwater management and treatment systems, and the improved channel and proposed debris basins would prevent stormwater discharge from causing sedimentation or siltation. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- c.ii. While the revised project would result in additional impervious areas due to acquired land for development, the revised project would also improve the site's drainage system and comply with County guidelines. As with the approved project, the revised project would not alter the existing drainage pattern in a manner that would substantially increase the rate or amount of surface water runoff, resulting in flooding on- or off-site. Similar to the approved project, compliance with County requirements and implementation of the drainage system would avoid significant flooding impacts, and impacts would be less than significant. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c.iii. As with the approved project, the revised project would comply with the City's and County's requirements to manage stormwater runoff, including installation of stormwater management and treatment systems throughout the project site, as provided in the revised project's USMP. Off-site trailhead improvements, such as those proposed in the Haskell Canyon Open Space area and the Davenport property, would not result in a substantial increase in impervious surfaces. Regardless, any stormwater generated by these improvements would be adequately served by existing stormwater drainage infrastructure within Copper Hill Drive. While the revised project includes added land areas, the revised project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- d. As with the approved project, the project site is not located within or adjacent to areas exposed to tsunami events, and potential impacts under the revised project as a result of seiche would be less than significant based on the distance from Bouquet Dam/Reservoir. As with the approved project, the revised project would eliminate much of the existing floodplain conditions in the area. Similar to the approved project, the revised project would involve a request to FEMA to remove the northern portion of the project site north and south of Bouquet Creek from the FEMA Flood Zone A designation upon completion of the channel improvements. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- e. As with the approved project, the revised project would be subject to the NPDES and City requirements for stormwater during construction and operation. In addition, construction of the revised project would not reach depths where groundwater occurs. Similar to the approved project, the revised project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The revised project would also be subject to the requirements of the NPDES, which includes preparation and implementation of a SWPPP, and would comply with City

requirements for stormwater during construction and operation. Accordingly, impacts would be less than significant. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

## **Noise**

The Certified EIR for the approved project addressed noise impacts in Section 3.10 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to noise with implementation of Mitigation Measure MM 3.10-1. EIR findings for each of the thresholds evaluated in the Certified Final EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would generate temporary construction noise levels that could result in adverse impacts to the nearest existing homes. However, this impact would be reduced to less than significant through implementation of Mitigation Measure MM 3.10-1, which requires various construction control measures, including limiting times of haul truck deliveries and construction and equipping all construction equipment with properly operating and maintained mufflers. Operation of the approved project would not generate significant increases in local noise levels. Therefore, with implementation of Mitigation Measure MM 3.10-1, impacts would be reduced to less than significant.
- b. The approved project would not result in significant vibration impacts to nearby sensitive receptors, and impacts would be less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. As with the approved project, the revised project would generate temporary construction noise levels that could result in adverse impacts to the nearest existing homes. In addition, the revised project would include the elimination of PA-1A, relocation of the recreation center, alteration of PA-1 and PA-3, slope grading at Copper Hill Drive, revisions to channel design, relocation of the pedestrian bridge, addition of the Davenport and Haskell Canyon Open Space area trailhead, and increased amount of grading activity (additional 730,000 cy). However, these modifications the approved project would not result in any unusual characteristics that would substantially increase noise as further discussed below.

#### *Short-Term Construction Noise Impacts*

Similar to the approved project, pieces of construction equipment used during construction activities were determined to be the primary noise source during earthwork (use of graders, excavators, dozers) and building construction (use of forklifts, tractors/loaders/backhoes, crane). The increased grading activity associated with the revised project would result in additional noise. However, the grading activity associated with the revised project would occur within approximately 70 feet of the closest existing sensitive receptors, comprising single-family homes located on the opposite side of Bouquet Canyon Road to the west. Under the approved project, the

Certified EIR identified the closest existing sensitive receptor, a single-family home located on an inholding parcel which was not part of the original project, to be approximately 30 feet from the planned construction area. The revised project has now acquired this inholding parcel (aka the “donut hole” parcel APN 2812-008-002). The Certified EIR recommended Mitigation Measure MM 3.10-1, which would require all construction equipment to be equipped with properly operating and maintained mufflers; all stationary construction equipment located so that emitted noise is directed away from the nearest noise-sensitive receptors; all equipment staging located in areas farthest away from sensitive receptors; and limiting haul truck deliveries to the same hours specified for construction equipment (in accordance with Santa Clarita Municipal Code Section 11.44.080 *Special Noise Sources – Construction and Building*). Compliance with this mitigation measure was determined to reduce construction noise impacts at nearby sensitive receptors sufficiently to ensure that normal residential activities are not interfered with and impacts would be less than significant. Because the increased grading activities, including those involved with construction of the Davenport Trailhead, would not occur closer to any noise-sensitive receptor than those identified in the Certified EIR and would be required to comply with Mitigation Measure MM 3.10-1, the revised project would also result in less-than-significant environmental effects.

#### *Mobile Noise*

The revised project would not change the noise levels generated by mobile sources. Overall, the total number of daily vehicle trips would not substantially change with implementation of the project revisions. Therefore, the revised project would not result in significantly increasing noise levels along roadway segments analyzed in the previous Certified EIR or cause the existing noise levels under 65 dBA CNEL to exceed the land use compatibility “normally acceptable” community noise exposure level of 65 dBA CNEL. As with the approved project, the revised project would result in less-than-significant environmental effects as related to mobile noise.

#### *Stationary Noise*

As previously mentioned, the revised project would involve relocating the recreation center, which was identified in the Certified EIR as being located approximately 500 feet from the nearest noise-sensitive receptor, an existing residence. It should be noted that the overall crowd noise generated by the recreation center (62 dBA at 1 meter) would not change. The Certified EIR calculated that the crowd noise created by the recreation center at a 500-foot distance would be 18 dBA. The Certified EIR concluded this noise level would not exceed the City’s noise standards and would be lower than existing ambient noise levels near the receptor site. Based on the revised site plan, the recreation center would be relocated within approximately 250 feet of the closest noise-sensitive receptor (the same existing residence). Based on a noise decay rate due to distance attenuation, which is calculated based on the Inverse Square Law, sound levels decrease by 6 dBA for each doubling of distance from the source. Therefore, crowd noise at a 250-foot distance would be approximately 24 dBA, which would still not exceed the City’s noise standards and would continue to be lower than the existing ambient noise levels near the receptor site similar to the approved project.

Lastly, the revised project would not result in changing the noise levels generated by garbage trucks, mechanical equipment, and parking areas as identified in the previous Certified EIR. Accordingly, the revised project would result in less-than-significant environmental effects as related to stationary noise sources.

Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determinations in the Certified EIR.

- b. The revised project would not result in different construction or operational vibration impacts as the approved project. As with the approved project, pieces of construction equipment used during construction activities were determined to be the primary vibration source during site preparation. Certain construction activities have the potential to result in varying degrees of temporary groundborne vibration, depending on the specific construction equipment used and the operations involved. Therefore, it could be assumed the increased grading activity associated with the revised project would result in additional vibrations. However, the grading activity associated with the revised project would occur within approximately 70 feet of the closest existing sensitive receptors, single-family homes located on the opposite side of Bouquet Canyon Road to the west. Under the approved project, the Certified EIR identified the closest existing sensitive receptor, a single-family home located on an inholding parcel, which was not part of the approved project, to be approximately 30 feet distant from the planned construction area. Therefore, the revised project would result in increasing the minimum distance of grading activity to an existing sensitive receptor, thereby reducing the overall potential for vibration impacts. The Certified EIR concluded vibration from construction activities experienced at the nearest sensitive receptor would be below the significance threshold (excessive human annoyance). Because the increased grading activities would not occur closer to any vibration-sensitive receptor than those identified in the Certified EIR, the revised project would result in less-than-significant environmental effects similar to the approved project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Public Services**

The Certified EIR for the approved project addressed public services impacts in Section 3.11 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to public services, and no mitigation would be required. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would expand the amount of suburban residential land uses requiring fire department services in the project area. However, compliance with existing city, county, and state Fire Code standards pertaining to building design, internal circulation, fire flows, and emergency access would be sufficient to maintain desired levels of fire protection services to this area. No new or expanded fire station

facilities would be required to address the approved project's impacts, and impacts would be less than significant.

- b. The approved project would expand the amount of suburban residential land uses in the Saugus area and affect the ability of the Los Angeles County Sheriff's Department (LASD) to maintain adequate service ratios in the area. However, the new and larger Santa Clarita Valley Sheriff's Station at 26201 Golden Valley Road opened for service in Fall 2021 and replaced the original station at 23740 Magic Mountain Parkway. This new station would allow for LASD to improve the levels of service. As such, no new or expanded LASD station facilities would be required, and impacts would be less than significant.
- c. The approved project would result in the addition of approximately 280 school-aged children that would attend schools that serve the project area. Payment of mandatory development impact fees to each affected school district would sufficiently mitigate the approved project's impacts involving additional student enrollment to a level of less than significant.
- d. The approved project would result in the addition of approximately 1,125 new residents to the City's population that could utilize local public parks and recreation facilities. Payment of parkland dedication in-lieu fees, as specified in the Santa Clarita Municipal Code, would offset the approved project's impact on the supply of public parkland to less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. The proposed project revisions would not affect the project's location in a Very High Fire Hazard Severity Zone. As such, the revised project would implement design criteria relative to fire protection services and comply with all applicable building safety codes and regulations related to fire prevention and suppression. Furthermore, as with the original project, the revised project's road alignments would improve emergency response and access to the project site and surrounding areas. Therefore, similar to the original project, the revised project would not require the provision of a new or physically altered Los Angeles County Fire Department (LACFD) facility. As such, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. The revised project would slightly reduce the number of proposed residential units and, thus, the total number of residents on-site. The revised project would not affect the project's location or design criteria relative to law enforcement/public safety services. Furthermore, the new and larger Santa Clarita Valley Sheriff's Station at 26201 Golden Valley Road opened for service in fall 2021 and replaced the original station at 23740 Magic Mountain Parkway. Therefore, the revised project would not require the provision of new or physically altered LASD facilities, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- c. The revised project would slightly reduce the number of proposed residential units and, thus, the total number of school age children expected to reside on-site. As with the approved project, the revised project would be required to pay school district development fees. Therefore, there are no material changes in circumstances, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- d. The revised project would slightly reduce the number of proposed residential units and, thus, the total on-site population. As such, the revised project would result in a corresponding reduction in demand for public parks and recreational facilities by future project residents. Accordingly, the revised project would slightly reduce the impact on the citywide parkland/population ratio. Furthermore, payment of parkland dedication in-lieu fees as specified in the Santa Clarita Municipal Code would offset the revised project's less than significant impact on the supply of public parkland. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

## **Transportation**

The Certified EIR for the approved project addressed transportation impacts in Section 3.12 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to transportation with implementation of several mitigation measures. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, with the implementation of Mitigation Measures MM 3.12-1 through MM 3.12-12, described below. The primary metric utilized by the City to evaluate performance of the circulation system is level of service (LOS). As such, the approved project's effect on LOS determines whether the approved project would have a significant impact. Several intersections were found to be significantly impacted by the approved project. The following mitigation measures would be implemented to reduce these impacts to less than significant.
  - MM 3.12-1 would improve the intersection at David Way and Old Bouquet Canyon East by: removing an existing traffic signal; closing David Way between Old Bouquet Canyon Road and Copper Hill Drive (to eliminate the south leg of the David Way and Copper Hill Drive intersection); constructing a new east leg of David Way at Copper Hill Drive intersection and connecting to Old Bouquet Canyon Road; constructing a median island to restrict left-turn movement (southbound left) from David Way to Copper Hill Drive and installing a stop sign at David Way.



- MM 3.12-2 would improve the intersection at Benz Road and Copper Hill Drive by constructing a median island to restrict left-turn movement (northbound left) from Benz Road to Copper Hill Drive.
- MM 3.12-3 would improve the intersection at New Bouquet Canyon Road and Old Bouquet Canyon Road East by installing a traffic signal.
- MM 3.12-4 would require the project proponent to pay the project's fair share contribution to a collective set of improvements that would alter and improve traffic flow on Benz Road, Copper Hill Drive, Kathleen Avenue, David Way, and Bouquet Canyon Road.
- MM 3.12-5 would improve the intersection at Bouquet Canyon Road and Vasquez Canyon Road by requiring the project proponent to pay the project's fair share (2%) of the cost of these improvements: addition of a northbound right-turn de-facto lane; addition of a dedicated westbound left-turn lane; and installation of a traffic signal with northbound and southbound split-phasing.
- MM 3.12-6 would improve the intersection at New Bouquet Canyon Road and Old Bouquet Canyon Road West by requiring the project proponent to pay the project's fair share (25%) of the cost of the improvement to construct a median island to restrict left-turn movement (southbound left) from Old Bouquet Canyon Road to eastbound New Bouquet Canyon Road.
- MM 3.12-7 would improve the intersection at Kathleen Avenue and Copper Hill Drive by requiring the project proponent to pay the project's fair share (2%) of the cost of these improvements: installation of a traffic signal; and widening of Copper Hill Drive from 2 lanes to 4 lanes from Benz to Kathleen.
- MM 3.12-8 would improve the intersection at Golden Valley Road and Plum Canyon Road by requiring the project proponent to pay the project's fair share (8%) of the cost of the improvement to update corridor signal timing coordination, as needed, due to future cumulative traffic volumes.
- MM 3.12-9 would improve the intersection at Seco Canyon Road and Bouquet Canyon Road by requiring the project proponent to pay the project's fair share (42%) of the cost of these improvements: addition of a second southbound left-turn lane; addition of one eastbound right-turn lane; and addition of a third northbound through lane.
- MM 3.12-10 would improve the intersection at Bouquet Canyon Road and Newhall Ranch Road by requiring the project proponent to pay the project's fair share (8%) of the cost of the improvement to add a third westbound left-turn lane.
- MM 3.12-11 would improve the intersection at Golden Valley Road and Newhall Ranch Road by requiring the project proponent to pay the project's fair share (0.5%) of the cost of these improvements: extension of the median pocket from 300 to 500 feet plus taper; and update to the corridor signal timing coordination, as needed, due to future cumulative traffic volumes.

- MM 3.12-12 would improve the intersection at New Bouquet Canyon Road and Old Bouquet Canyon Road East (Copper Hill) by requiring the project proponent to pay the project's fair share (5%) of the cost of these improvements: addition of a second northbound through lane; and addition of a second southbound through lane.

The approved project was also determined be consistent with plans addressing the roadway, transit, bicycle, and pedestrian systems, such as One Valley One Vision and the City of Santa Clarita Transit Development Plan. Therefore, with implementation of Mitigation Measures MM 3.12-1 through MM 3.12-12, impacts would be less than significant.

- The approved project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b). While project residents would likely have a higher average vehicle miles traveled (VMT) than the Citywide average, the approved project also proposed to realign Bouquet Canyon Road, which would shorten the trip length for commuters who utilize this roadway by approximately 0.25 mile. According to the Certified EIR, approximately 22,000 to 27,000 vehicles per day were forecast to utilize the segment of Bouquet Canyon Road proposed for realignment. The realignment would slightly offset the VMT of the residential component of the approved project, and impacts were determined to be less than significant.
- The approved project would not substantially increase hazards due to a geometric design feature or incompatible uses. According to the Certified EIR, project roadways, under the approved project, would be constructed in accordance with the City's design standards. The approved project also would include the realignment of Bouquet Canyon Road in accordance with the General Plan designation of a Secondary Highway. With the realignment, any existing design features that are hazardous would be corrected. Therefore, impacts would be less than significant.
- The approved project would potentially result in inadequate emergency access for PA-1, PA-2, and PA-3, as well as inconsistency with the Santa Clarita General Plan Circulation Element Policy C 2.5.2, which requires new development to provide adequate emergency and/or secondary access for purposes of evaluation and emergency response. However, with implementation of Mitigation Measure MM 3.12-13, which requires secondary access to these planning areas, impacts would be reduced to less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- The revised project would slightly reduce the number of proposed residential units, which would result in a minor reduction in daily and peak hour trip generation. As such, the revised project would not worsen the LOS impacts of the approved project prior to mitigation and would implement Mitigation Measures MM 3.12-1 through MM 3.12-12 similar to the approved project. Similar to the project, all impacts of the revised project would be reduced to less than significant with mitigation. Where new traffic signals or additional turn or through lanes are to be constructed, there could be some environmental impacts that would be determined at the time those improvements are designed and reviewed/approved by the City. However, these impacts under the revised

project would be similar to those that have already been disclosed in the Certified EIR for the approved project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. The revised project would slightly reduce the number of proposed residential units. Similar to the original project, the revised project would include the new alignment of Bouquet Canyon Road in the southern portion of the project site. As such, the revised project would potentially reduce VMT, and the alignment would slightly offset the VMT from residential uses. Therefore, similar to the approved project, the revised project would not conflict or be inconsistent with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.
- c. Similar to the approved project, the revised project would include the new alignment of Bouquet Canyon Road in the southern portion of the project site. As such, any existing design features that are hazardous would be corrected. The revised project would also construct street improvements that provide space for pedestrians, motorists, and bicyclists. Furthermore, the revised project would eliminate PA-1A and the planning area's previously proposed street. The revised project would not affect any other street improvements or related design criteria. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- d. While the revised project would add an acquired parcel adjacent to PA-1, the revised project would also implement Mitigation Measure MM 3.12-13 proposed under the approved project to provide secondary access for homes in PA-1, PA-2, and PA-3. During construction, similar to the approved project, the revised project would prepare and implement a construction traffic management plan and, per Mitigation Measure 3.15-3, an Emergency Vehicle Access Plan, to ensure that emergency response efforts would not be significantly impeded in the event of a wildfire during construction. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Tribal Cultural Resources**

The Certified EIR for the approved project addressed tribal cultural resources impacts in Section 3.13 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to tribal cultural resources with implementation of Mitigation Measure MM 3.13-1. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The project site does not include resources currently listed or eligible for listing in the California Register or in a local register of historical resources. Therefore, the approved

project would have no impact on tribal cultural resources associated with a known historic resource.

- b. The approved project is located within the ancestral tribal territory of the Fernandeano Tataviam Band of Mission Indians. Consultation with this tribal entity determined that they consider this site to be sensitive, and the City and applicant have agreed to implement Mitigation Measure MM 3.13-1, which provides construction control measures to prevent accidental damage or destruction to tribal cultural resources. With the implementation of this mitigation measure, impacts would be less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. As previously discussed with regard to cultural resources, the project site does not include resources currently listed or eligible for listing in the California Register or in a local register of historical resources. As with the approved project, the revised project would not result in impacts to a known historic resource. Accordingly, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. The approved project involved a total grading volume of approximately 2,070,000 cy, while the revised project would involve a total grading volume of approximately 2,800,000 cy. In addition, the revised project would include the addition of acquired parcels. As such, the revised project would increase the potential for tribal cultural resources to be impacted. As documented in the *Addendum to the Cultural Resources Survey and Assessment* provided as Appendix C of this Addendum, the FTBMI was invited to participate in the survey for the revised project areas but were unable to do so. Nonetheless, the revised project would retain implementation of Mitigation Measure MM 3.4-1, which requires an Archaeological and Native American Monitoring Program, and Mitigation Measure MM 3.13-1, which further specifies the Native American monitoring process. Accordingly, the potential impacts would remain less than significant with implementation of the proposed mitigation measures. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### **Utilities and Service Systems**

The Certified EIR for the approved project addressed utilities and service systems impacts in Section 3.14 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to utilities and service systems, and no mitigation measures would be required. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would require water service provided by Santa Clarita Valley Water Agency's (SCV Water) Santa Clarita Water Division (SCWD). The development would generate a water demand of approximately 338.85 acre-feet per year. This would

require construction of new on- and off-site water infrastructure to connect to the existing local water distribution lines maintained and operated by SCWD. However, neither construction nor operation of the approved project would require expansion of existing or construction of new water transmission infrastructure, and impacts would be less than significant.

- b. SCV Water would have sufficient water supplies to meet the approved project's water demand of 338.85 acre-feet per year during normal, dry, and multiple dry years. Therefore, impacts would be less than significant.
- c. The approved project would require annexation into the Los Angeles County Sanitation Districts to discharge wastewater into their sanitary sewer system for conveyance and treatment. Specifically, the approved project would discharge wastewater to the Los Angeles County Sanitation Districts' Bouquet Canyon Relief Trunk Sewer and then convey it to the Saugus and Valencia Water Reclamation Plants (WRPs) for treatment. The trunk sewer and the WRPs would have sufficient capacity to convey and treat the flows generated by the original project. Therefore, the project would not require construction of new or expanded wastewater collection or treatment facilities, and impacts would be less than significant.
- d. The approved project would require annexation into the Los Angeles County Sanitation Districts to discharge wastewater into its sanitary sewer system for conveyance and treatment. The approved project would generate an estimated 0.074 million gallons per day of wastewater, which would be conveyed to Saugus and Valencia WRPs. These WRPs have the capacity to treat the flows generated, and the existing infrastructure has the capacity to convey wastewater to these WRPs. Therefore, the approved project would not result in a determination by the wastewater treatment provider that it has inadequate capacity, and impacts would be less than significant.
- e. The approved project includes stormwater drainage facilities that would be designed to contain stormwater from a 100-year storm. Infiltration and biofiltration basins are designed to hold a greater capacity than the water quality volume required by the County of Los Angeles. As such, the approved project would not require new or expanded stormwater drainage facilities off-site. Therefore, impacts would be less than significant.
- f. The project area is already served by electricity, natural gas, and telecommunication service providers. As such, the approved project would require connections to existing infrastructure. No other modifications to existing off-site infrastructure facilities are anticipated as there is adequate electric and natural gas capacity and existing telecommunication services. Therefore, the approved project would not require construction or expansion of such utility facilities, and impacts would be less than significant.

### **Comparative Analysis for Proposed Project Revisions**

- a. As the revised project would slightly reduce the number of proposed residential units, the total water demand of the development would also be slightly reduced. Similar to

the approved project, the revised project would require construction of new on- and off-site water infrastructure to connect to the existing local water distribution lines. As with the approved project, neither construction nor operation of the revised project would require expansion of existing or construction of new water transmission infrastructure. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- b. The revised project would result in a minor reduction of residential units, and thus, total water demand. Further, while the proposed trailhead improvements at the Haskell Canyon Open Space area and the Davenport property would involve installation of water troughs (Haskell Canyon Open Space area trailhead) and a water fountain in the picnic area (Davenport trailhead), water usage associated with these amenities is anticipated to be minimal, and the subsequent increase in water demand would be offset by the reduction in the number of residential units. As such, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c. The revised project would result in a minor reduction of residential units, and, thus, total wastewater generation. As such, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- d. The revised project would result in a minor reduction of residential units, and, thus, total wastewater generation. As such, the WRPs serving the project site also would have the capacity to treat the flows generated by the revised project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- e. The revised project would include additional slope grading and relocation of proposed residential units within the project site, an acquired parcel within the northwestern portion of the site, and off-site trail improvements. As such, the revised project would result in runoff from the newly developed areas. However, similar to the approved project, the revised project would include a drainage system designed to comply with all applicable standards for collecting, retaining, and discharging runoff during various intensity rainstorms. Moreover, the revised project would update the channel design to reflect most recent County plan check corrections. As with the approved project, peak rates of developed site runoff that flow into the existing municipal storm drainage network outside of the project site would be no more than under current conditions, as required under Los Angeles County Department of Public Works (LACDPW) design standards. Therefore, there are no material changes in circumstances, and the revised Project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

- f. The project area is already served by electricity, natural gas, and telecommunication service providers. As with the approved project, the revised project would require connections to existing infrastructure and would not alter the need for or placement of energy or telecommunications infrastructure, except to eliminate any need for such improvements that were associated with the original PA-1A, which has been removed under the revised project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

## **Wildfire**

The Certified EIR for the approved project addressed wildfire impacts in Section 3.15 of the Draft EIR. As stated in the Certified EIR, the approved project would not cause any significant impacts related to wildfire with implementation of Mitigation Measures MM 3.15-1 through MM 3.15-3. Findings for each of the thresholds evaluated in the Certified EIR are summarized below.

### **Findings Regarding Impacts of Originally Approved Project**

- a. The approved project would not conflict with an emergency response plan and would not have a significant effect on emergency evacuation efforts in the event of a major wildfire event as the City's existing emergency response system would be sufficient to address emergency evacuation scenarios. Therefore, impacts would be less than significant.
- b. The approved project would not exacerbate wildfire risks, and would therefore not create conditions that would expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The project site exposure to wildland fire risks is the same as surrounding residential neighborhoods. Further, the approved project would replace the existing undeveloped landscape that is covered by flammable vegetation with nonflammable landscape materials, install a pressurized water system throughout the project area, construct an internal street network to accommodate access for emergency response vehicles, and construct new homes with fire- and ignition-resistant materials. As such, the impacts would be less than significant.
- c. The approved project would include fuel modification zones required by the LACFD, underground utilities, and an internal circulation network. These standard design features would not result in temporary or ongoing adverse impacts to the environment. However, construction activities could accidentally ignite fires. Implementation of Mitigation Measures MM 3.15-1 through MM 3.15-3 would ensure construction activities impacts would be less than significant. Mitigation Measure MM 3.15-1 would require the development of a Construction Fire Prevention Plan. Mitigation Measure MM 3.15-2 would require the construction contractor to ensure the implementation of all construction-phase flammable vegetation removal, fuel modification, and irrigation systems. Mitigation Measure MM 3.15-3 would require the development of an Emergency Vehicle Access Plan to ensure access during construction.
- d. The approved project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-

fire slope instability, or drainage changes. All manufactured slopes would be built to factors of stability required by the City's building code, which would also improve stability of several existing slopes areas compared to current conditions, where grading is proposed. All such slopes would also be landscaped with fire resistant materials, thus reducing the vegetation fuel load and reducing chances that a wildfire would denude the slopes and create possible landslide or flooding conditions due to loose/bare slopes. Accordingly, the approved project would have less than significant impacts.

### **Comparative Analysis for Proposed Project Revisions**

- a. The revised project would slightly reduce the number of proposed residential units and relocate placement of certain units, which would potentially affect evacuation traffic on routes. However, the City's Hazard Mitigation Plan command structure would be implemented during emergency responses in order to assess and identify locations and severity of threats to homes, businesses, and other land uses. The City's existing emergency response system, including the manner in which emergency evacuations are initiated and managed, would be sufficient to address emergency evacuation scenarios in the event of future wildfires in the project area that result in a need to evacuate some or all of the proposed 371-home residential community. As such, development of the revised project would not adversely affect the emergency response protocols established by the City's Hazard Mitigation Plan or current best practices. Therefore, there are no material changes in circumstances and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- b. As discussed above, the revised project would result in a slight reduction in the number of homes built in a wildland fire hazard setting; however, as with the approved project, development of the site under the revised project would substantially reduce the fuel loads on-site and could, therefore, reduce the volume of smoke and pollutants that could be generated if a wildfire were to occur on-site in the current conditions. In addition, no building permits would be issued by the City until construction plans have been reviewed and determined to be in full compliance with all applicable standards for development in a Very High Fire Hazard Severity Zone. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.
- c. While the revised project would lengthen the duration of construction due to additional grading activities, Mitigation Measures MM 3.15-1 and MM 3.15-2 would be retained to reduce construction-related accidental ignition impacts to a less-than-significant level. In addition, Mitigation Measure MM 3.15-3 would ensure that an Emergency Vehicle Access Plan is prepared for the duration of construction. Furthermore, similar to the approved project, all wet and dry utilities would be installed underground and, thus, would not exacerbate any fire risk. In addition, the revised project would be subject to all of the same fuel modification zone requirements imposed by the LACFD. Overall, with implementation of Mitigation Measures MM 3.15-1 through 3.15-3, impacts under the revised project would be less than significant similar to those of the approved



project. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

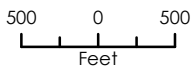
- d. The revised project would require additional slope grading for the new alignment of Bouquet Canyon Road in the southern portion of the project site. As with the approved project, all manufactured slopes would be built to factors of stability required by the City's building code, which would also improve stability of several existing slopes areas compared to current conditions, where grading is proposed. All such slopes would also be landscaped with fire resistant materials, thus reducing the vegetation fuel load and reducing chances that a wildfire would denude the slopes and create possible landslide or flooding conditions due to loose/bare slopes. The drainage system would also be designed to comply with all applicable standards for collecting, retaining, and discharging runoff during various intensity rainstorms. Therefore, there are no material changes in circumstances, and the revised project would not result in any new significant or substantially more severe environmental impacts that would affect the determination in the Certified EIR.

### III. Justification for Addendum to Certified Final EIR

On the basis of substantial evidence in the light of the whole record, including the analysis above, the revised project and its environmental effects are consistent with the findings of the Certified Final EIR, and there are no conditions that meet the criteria in Section 15162 requiring a Subsequent EIR. The revised project is in substantial conformance with the project identified in the Certified Final EIR. There are no material changes in circumstances under which the revised project would proceed. The revised project does not result in any new significant impacts or an increase the severity of any significant environmental impacts discussed in the Certified Final EIR. The revised project does not require any additional mitigation measures. The previously identified mitigation measures remain valid and adequate to reduce potential impacts to less-than-significant levels.

On the basis of the evaluation contained in this document, there are no substantial changes to the approved project, no substantial changes in the circumstances under which the revised project is being undertaken, and no new information of substantial importance that was not known to the Lead Agency at the time the EIR was certified that trigger any of the conditions identified in Public Resources Code Section 21166 or State CEQA Guidelines Section 15162, which would require a subsequent or supplemental EIR. Therefore, pursuant to Sections 15162 and 15164 of the State CEQA Guidelines, this Addendum has been prepared to document the basis for this determination.





**FIGURE 1**  
Project Location Map





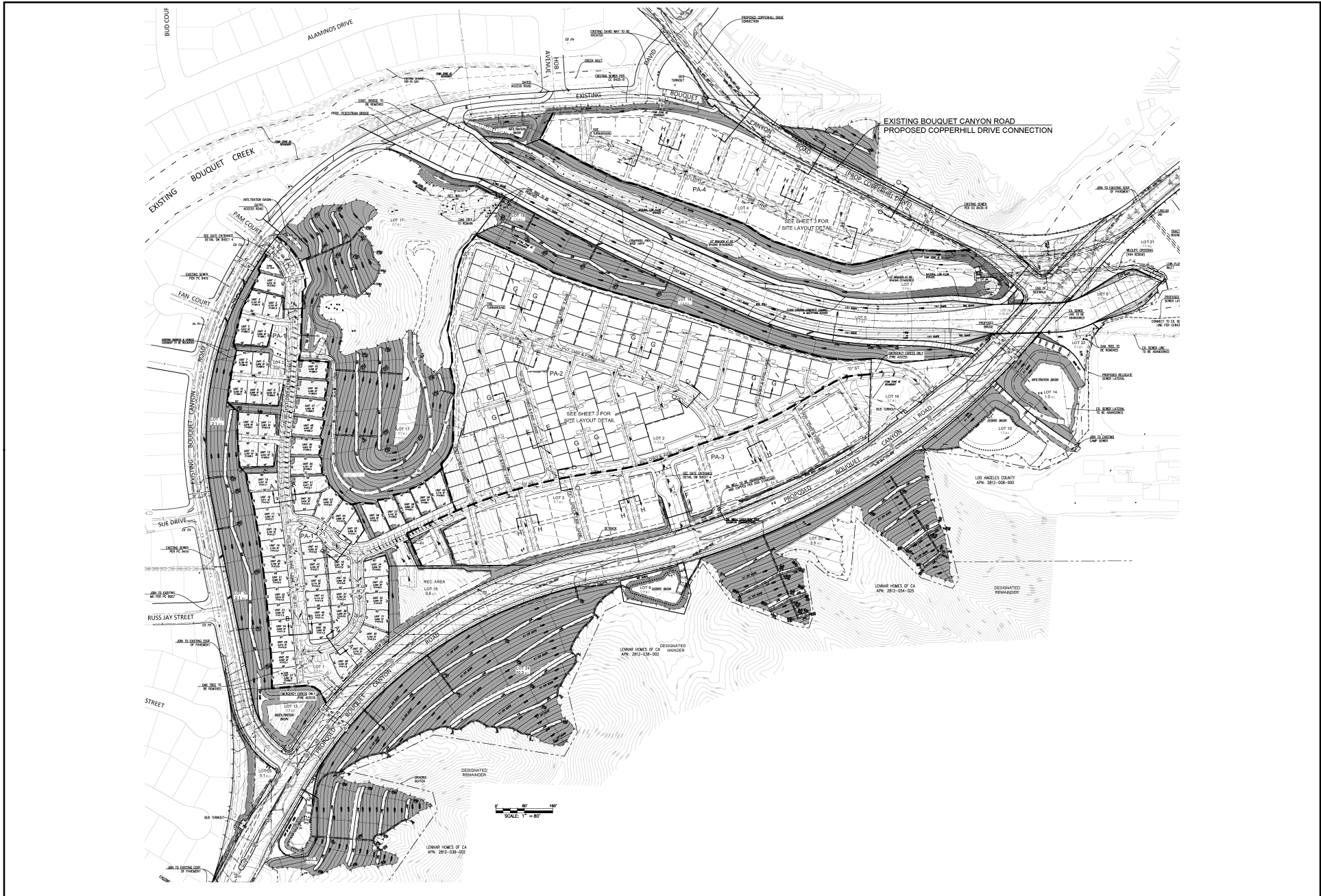
PROJECT SUMMARY			
PLANNING AREA	LOT NO.	PROPOSED USE	RESIDENTIAL DWELLING UNITS
PA-1	1	SINGLE FAMILY DETACHED CONDO	45
PA-1	2	SINGLE FAMILY DETACHED CONDO	9
PA-1A	3	SINGLE FAMILY DETACHED CONDO	12
PA-1A	4	MULTI-FAMILY RESIDENTIAL AREA	303
PA-3*	5	MULTI-FAMILY RESIDENTIAL AREA	90
PA-4	6	MULTI-FAMILY TYPICAL	85
DRAINAGE CHANNELS (ONE-FAMILY DRAINAGE) (CONCRETE/INVA)	7		4.1
TOURISM/RECREATION	8		0.3
BILIRIATION BASIN	10-13		3.1
OPEN SPACE	14-16		10.2
TOTAL**			375

\*INCLUDE AREA OF EXISTING EXISTING DRAINAGE CHANNELS  
\*\*AREA OUTSIDE OVERLAP IS NOT INCLUDED

SITE DATA					
<b>PA 1</b> 63485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	17	Plan 1	17	100.0%	17,000
Average Sq. Ft.	3,732	Plan 2	17	100.0%	3,732
Density	0.35	Plan 3	18	100.0%	3,500
Area	0.3				
Total					
<b>PA 1A</b> 63485 sq. ft. of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	12	Plan 1	1	8.33%	2,500
Average Sq. Ft.	5,283	Plan 2	4	33.33%	2,500
Density	0.09	Plan 3	4	33.33%	2,500
Area	1.5				
Total					
<b>PA 2</b> 80 Acres					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	126	Plan 1	10	7.94%	1,400
Average Sq. Ft.	1,075	Plan 2	14	10%	1,540
Density	1.58	Plan 3	14	10%	1,540
Area	12.8	Plan 4	10	7.52%	1,000
Total					
<b>PA 3</b> 80 Acres of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	91	Plan 1	10	11.0%	1,400
Average Sq. Ft.	1,648	Plan 2	10	11.0%	1,400
Density	1.14	Plan 3	10	11.0%	1,400
Area	8.0				
Total					
<b>PA 4</b> 80 Acres of Developable Area					
		Plan 1	Mix	Percent	Sq. Ft.
Total Units	85	Plan 1	19	22.35%	1,400
Average Sq. Ft.	1,447	Plan 2	19	22.35%	1,400
Density	1.06	Plan 3	14	16.47%	1,400
Area	8.0	Contingency	14	16.47%	1,400
Total					
<b>SUMMARY</b>					
Planning Area	Total Sq. Ft.	Units			
PA 1	63,485	17			
PA 1A	63,485	12			
PA 2	32,240	126			
PA 3	32,240	91			
PA 4	32,240	85			
<b>Total</b>	<b>163,690</b>	<b>391</b>			

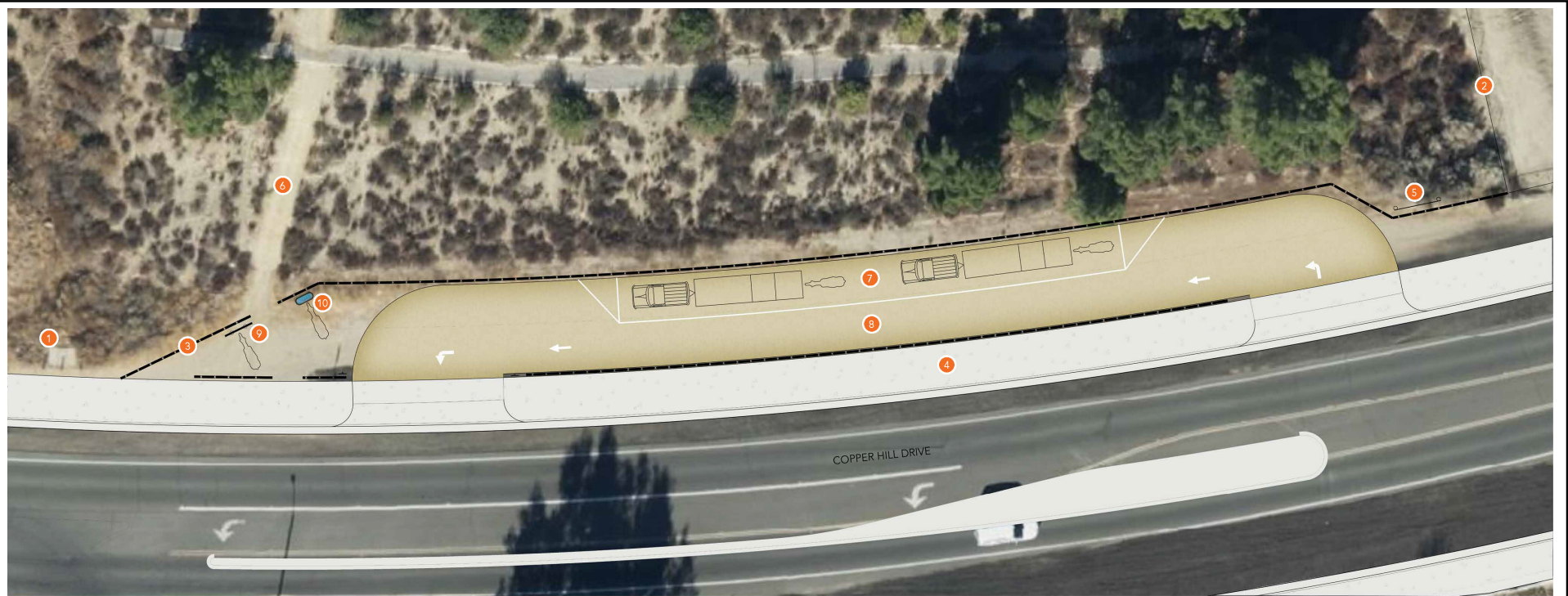












LEGEND

- |                             |                            |                          |
|-----------------------------|----------------------------|--------------------------|
| 1 EXISTING UTILITY          | 5 PROPOSED PARKING SIGN    | 9 PROPOSED HITCHING POST |
| 2 EXISTING CHAIN LINK FENCE | 6 EXISTING ACCESS PATH     | 10 PROPOSED WATER TROUGH |
| 3 PROPOSED SPLIT RAIL FENCE | 7 PROPOSED TRAILER PARKING |                          |
| 4 PROPOSED SIDEWALK         | 8 PROPOSED DG PARKING LOT  |                          |







## Proposed Davenport Trailhead